VOL. CCXV, No. 2803

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THE SPHERE, OCTOBER 31, 1953
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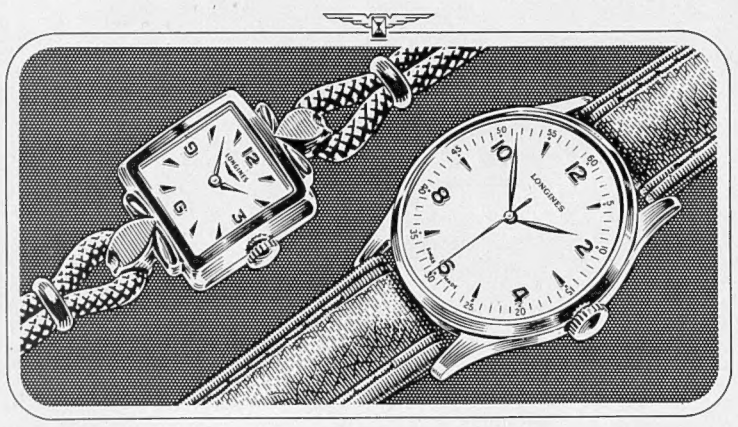

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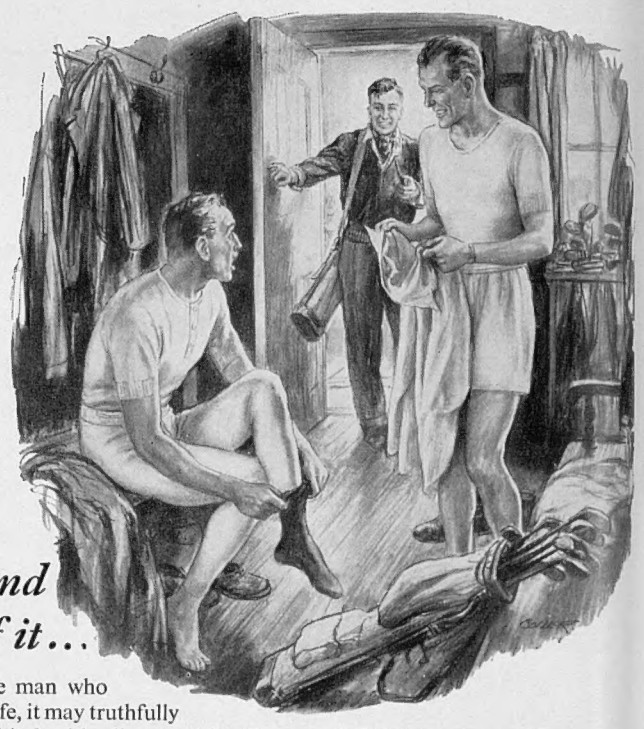

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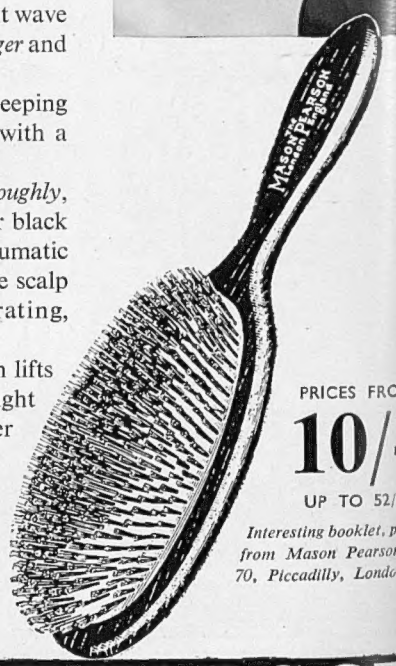

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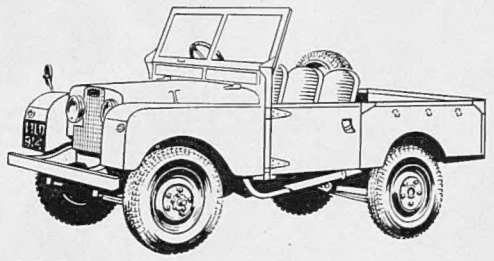

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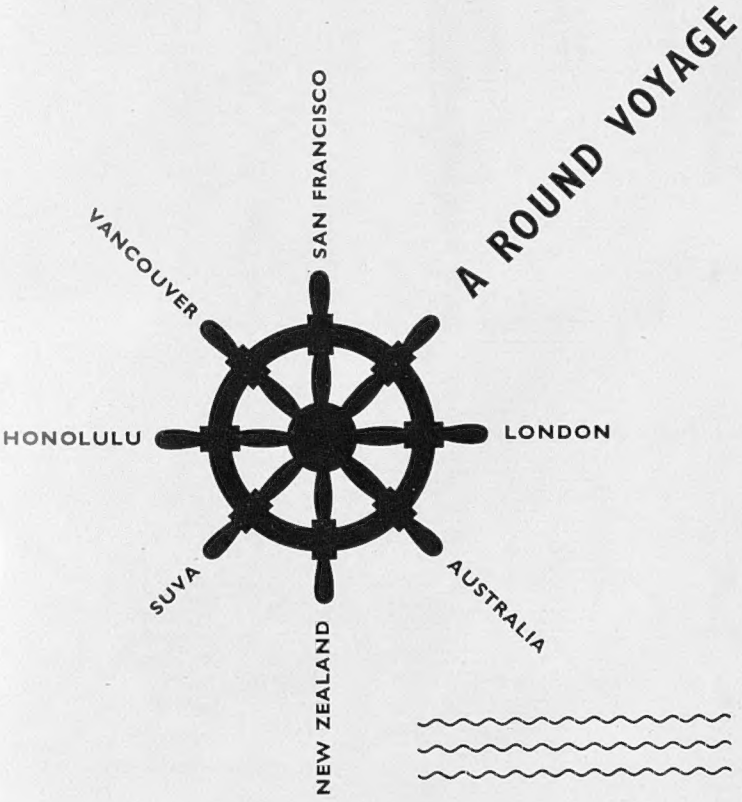

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Volume CCXV No. 2803 The SPHERE, London, October 31, 1953

The SPHERE
with which is incorporated THE GRAPHIC

THE FIRST PUBLIC DEMONSTRATION IN EUROPE OF AMERICA'S ATOMIC CANNON—THE BARREL OF ONE OF THE UNITED STATES SIX 85-TON GUNS POINTS SKYWARDS DURING A NON-FIRING DEMONSTRATION AT MAINZ IN GERMANY: During the display a specially invited official audience watched a gun crew move one of the 85-ton artillery pieces into a demonstration area and prepare it for firing in fifteen minutes. Two guns were used in the demonstration, but neither was fired. The six highly mobile guns now in the United States Zone of Germany, arrived from America earlier this month for service with N.A.T.O. forces.

The United States Army serving with the N.A.T.O. forces in Europe now have six of America's 85-ton 280-mm. atomic guns at their disposal. The guns arrived in Germany a few weeks ago and towards the end of last week a specially invited audience of Press people and others witnessed a demonstration of two of the guns at Mainz. The guns are described as the heaviest pieces of mobile artillery in the U.S. Army and capable of firing atomic projectiles. The maximum range is about 20 miles. Each gun is drawn by two motor tractors, which are capable of a maximum speed of 35 m.p.h. The American Command has not divulged where it will station the six guns, but the East German wireless has announced that the Americans have allocated atomic artillery to units stationed in the Birkenfeld-Baumholder area north-west of Kaiserslautern. This, the report said, was contrary to the fact that the Americans had said that the weapons were located in Bavaria. When the guns left America, the U.S. Army Secretary said that the movement was part of the United States policy to make well-balanced armament available for N.A.T.O. support.

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

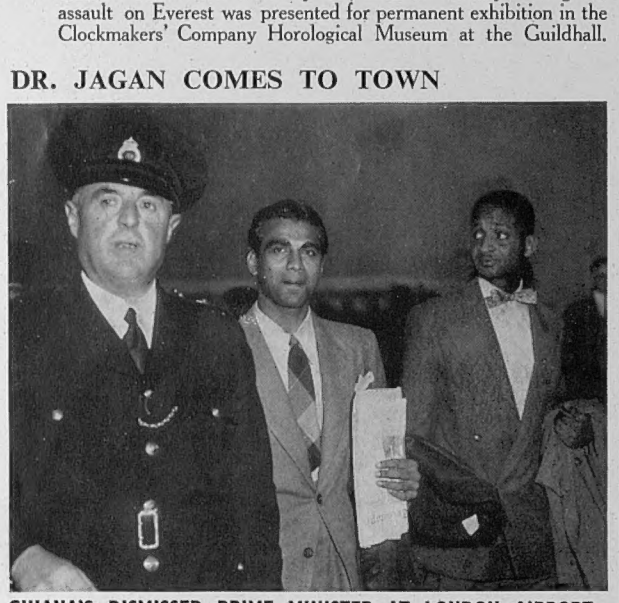
A JEWISH BANQUET AT GUILDHALL

THE DUKE OF EDINBURGH IS THE GUEST OF HONOUR: At a banquet held in connection with the planting of a Queen Elizabeth Coronation forest in Israel, the Duke is seen with Mrs. Eliahu Elath, wife of the Israeli Ambassador, Lord Nathan, chairman of the banquet, and the Lord Mayor of London, Sir Rupert De la Bère. Five hundred British Jews from all parts of the Commonwealth assembled at the Guildhall in London for what was the first Jewish meal to be held there since 1928.

A "STRIKING" GATHERING

SMITH'S ELECTRIC CLOCKS LIMITED ENTERTAIN THE MEN OF ACHIEVEMENT OF 1953: A dinner was given in London to the men who did most to raise Britain's prestige in the Coronation year. Left to right are Mr. Trevor Bailey, representing the England Test team, Sir Edmund Hillary, Sir William Valentine Ball, Master of the Worshipful Company of Clockmakers, Lieut.-Commander M. J. Lithgow, Mr. Ralph Gordon Smith, the host, Squadron-Leader Neville Duke, Sir Herbert Spencer Jones, the Astronomer Royal, and Sir John Hunt. The watch worn by Sir Edmund Hillary during his assault on Everest was presented for permanent exhibition in the Clockmakers' Company Horological Museum at the Guildhall.

DR. JAGAN COMES TO TOWN



GUIANA'S DISMISSED PRIME MINISTER AT LONDON AIRPORT: Dr. Cheddi Jagan, leader of the People's Progressive Party in British Guiana, seen on arrival in company with his former Minister of Education, Linden F. Burnham. Dr. Jagan held a Press conference soon after his arrival, and later he attended the British Guiana debate in the House of Commons, where from neither side of the House did he hear much to his advantage. The British Government's action in Guiana was approved by a majority of thirty-eight. **(See also page 182 of this issue).**

RATES OF SUBSCRIPTION TO "THE SPHERE."

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s.; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

A London Newsletter

195–198, STRAND, W.C.2.

Chancellor's Interim Report.—Before he went off on his brief but well-deserved holiday, Mr. Butler gave the City and the taxpayers an interim report on the year's working of his last Budget. It was in "after-dinner" form, and he did not worry us with "those damned dots." We must not therefore forecast next April's Budget by what he said this October. But he did give us an inkling of his own restrained satisfaction that his liberalising, more flexible policy, encouraging initiative and relaxing controls, had shown results in general production, and had helped our currency to regain its reputation in world markets. It had helped to stem inflation and left our economy sounder than at any time since the war. From this good news we must not soar to wishful thinking. If something off income tax can help to do these things, will not something more off income tax add an increase in national saving to the good work? The other side of the picture is the lag in vital coal production and the appalling burden and "imponderables" of national defence (at its all-time, peacetime record), superimposed on the costs of a Welfare State, more expensive than any other in the world, and embarked on unalterably at a time when we were bankrupt. Saving by the public means the money for investment which all our industries cry out for. But how can the public save on the "net," after rates and taxes, at present level? Few of us can live on it with tightened belts. Mr. Butler has still to find the means of squaring this vicious circle, and he hasn't much time for finding the solution.

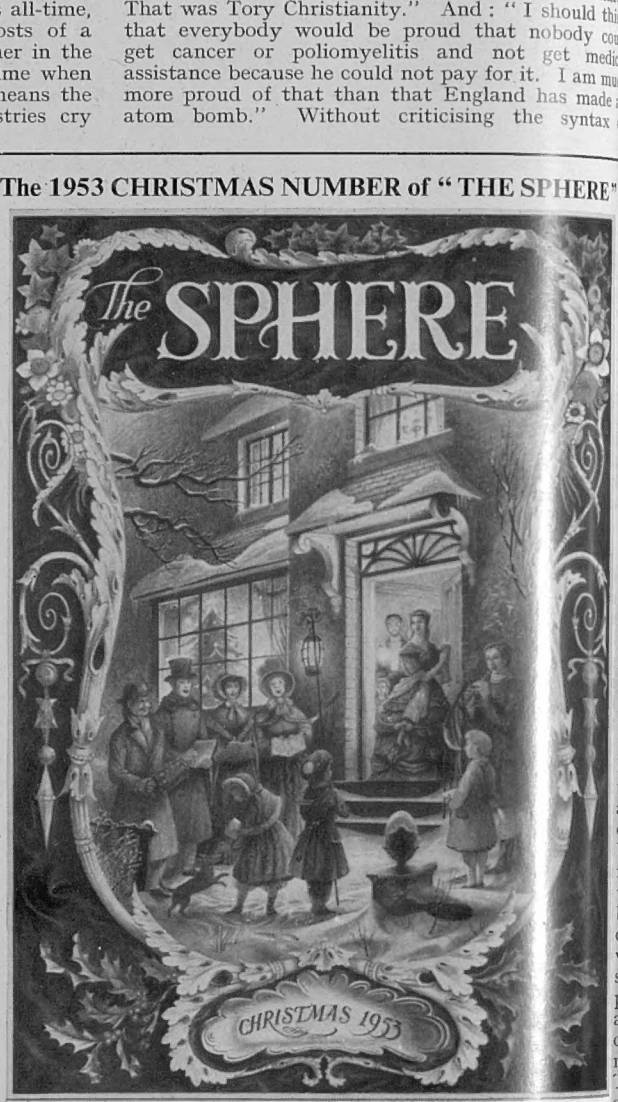
Israel-Jordan.—No doubt by the time these lines see print some of the misunderstanding concerning incidents on the Jordan border will be smoothed out. It is fair to say that the average reader of news in England, as late as October 20, might reasonably assume that Israeli troops were accepted as guilty of the killings. Yet on the 19th, when the Security Council was debating whether to put this subject urgently on their agenda, this accusation was non-proven. The Russian delegate pointed it out, our own confirmed it, when he explained the vague terms of the Three-Powers resolution, and supported the summoning of General Benecke for consultations. And from Israel, in a broadcast, Mr. Ben-Gurion utterly denied that Israeli troops were engaged. He said it was the result of a vendetta by outraged frontier-settlers. All of which points to the danger of precipitate action, and still more of such stern rebuke as was issued from America to Israel concerning the raid. On any interpretation of almost any nation's rules of evidence, the facts concerning this shocking act were still *sub judice* and non-proven, and neither threats, pronouncements of guilt nor comment of convinced opinions pro or con could possibly be justified from any quarter. World statesmen (no less than J.P.s) would do well to study British Court procedure and the rules of evidence.

Shinwell Throws a Party (Political).—Mr. Shinwell had a sixty-ninth birthday party at Tel Aviv. His guests were reporters. He was trying his hand to clarify the rumpus on the Jordan border, and from some of the inflammatory remarks he let drop, one had the feeling that party politics with him come before patriotism and international understanding. Perhaps he was unfairly reported, but heady utterances have fallen from him before now. One thing he said I agreed with: "Strongly-worded protest notes are very customary with Foreign Offices." And he urged Israel not to worry about those from our Foreign Office and from America. They won't, they don't. Strong protests were all very well in the bad old days when Palmerston drafted them, with a "gunboat" behind them. To-day there is nothing very urgent behind them—just a promise of confused argument at an Assembly, very embarrassing for the Assembly which is feeling its way to build up its own authority and some sort of unanimity. And the weakest, tiniest States know this and cock a snook at the big Power, with his papier-mâché big stick. That is the way Albania and other States of its size and importance treat, and have long treated, strong protests from Great Powers, and it doesn't do the prestige of Great Powers any particular good. I wonder if Mr. Eden will agree.

Party-Political Poppy-cock.—As a very amateur student of politics, I hold to a couple of fixed beliefs. First, that the vast bulk of our electorate is composed of two about equal parts, Conservative and Socialist, who are so firmly rooted in their political beliefs that no persuasions from platform or propaganda, true or absurdly false, ever move them to change sides. Over and above a residue made up of small parties of independent of voters called wobblers or marginal. And it is th residue to whom shrewd Party politicians addre their persuasions, knowing that this residue w decide a General Election, being just large enou to give to one side or other a bare working majorit Secondly, I believe that the Party tub-thumpers late have carried their persuasions to such lengt of absurdity and of misrepresentation that this resid is bored with them (not liking to be treated as imbeci infants), and will no longer listen to party politic broadcasts or television, unless as a "comic." M Bevan, a dynamic and, in many ways, shrewd an human politician, is a practiser of this boring prop ganda, and I sometimes wonder if he is correcti reported. Surely a shrewd politician would not exaggerate as to turn himself into a "comic" an "atomic comic." For example: "The Tori put charges on cripples and took taxes off millionare That was Tory Christianity." And: "I should thin that everybody would be proud that nobody coul get cancer or poliomyelitis and not get medica assistance because he could not pay for it. I am muc more proud of that than that England has made a atom bomb." Without criticising the syntax the bromides in these utterances, one may critic the egotism of Mr. Bevan. Of whose baby is he proud of claiming to be the father? Among "wobblers," is there indeed a small minority listens to such propaganda seriously and allows it to be convinced? If so, we are indeed, as a race, sli even than our sensational Press tries to make us appe

Sweeping the Board.—What hon remains for Sir Winston? The only competitor English history seems to be the 1st Duke of Wellingt who no doubt was a Doctor of Law and Literat in various universities. The Duke certainly wro assiduously and spoke assiduously, but not on th plane of "literature." The Nobel authorities, awarding the prize for literature to a world statesma rather anticipated the criticism that a statesm could not be also a literary man of high quality, they threw in oratory for good measure. But th forgot Disraeli, Burke, Sheridan and others; Paderews

The 1953 CHRISTMAS NUMBER of "THE SPHERE"



This year's Christmas Number of "The Sphere" will be published on November 19, at a cost of 3s. 6d. The cover design, by William McLaren, provides a warm welcome to the contents, which contain many seasonal stories, pictures and articles, and a number of pages in colour. A section in full colour gives a fascinating "life" of the 1st Duke of Wellington, illustrated with scenes of battles and places connected with his career as depicted on the fabulous collections of presentation china now to be seen at the Museum at Apsley House. Montague Dawson, the famous marine artist, has illustrated the break-up of the Armada. Millar Watt has painted an amusing fantastication of the Treasure Island story, and Pauline Baynes illustrates picturesque pirates and rogues.

Copies of THE SPHERE *Christmas Number can be ordered through any railway bookstall or newsagent, or from the Publishers, Ingram House, 195, Strand, W.C.2.*

for instance, was a "double first." Sir Winston's political services to his country and to civilisation have gained him a niche in history with the Pitts, the O.M., C.H. and K.G. (a dukedom unquestionably if he had lived a century ago). There is nothing more to-day he can receive for his political services until he retires—if then. And now he has received the highest prize the world has to offer to literary giants, and his published works prove that there was no need to throw in oratory. And since the Academy has already acknowledged his skill in painting, the only thing I can think of, to add to his laurels, is an award from the bricklayers. A golden trowel should put the last coping-stone on this temple of supreme success.

Magistrates and the Law.—I do not subscribe to the Magistrates' Association's belief that J.P.s all over the country will welcome another Home Office circular of guidance in conducting their affairs, with special reference to their relations with their clerk. In the last few years lay magistrates have been muddled and confused, trounced and praised, by pronouncements from the High Court, often hopelessly at variance, and by other *obiter dicta*. For a century, the lay magistracy had carried out about 95 per cent. of the criminal work of the country, finally or in its initial stage, and about 90 per cent. of that work has been done without criticism from the High Court or from the public. But in the last decade party politics have crept in and a great deal more attention has been paid to their work, resulting in legislature and official guidance; and some of that attention has improved the conduct of the lay courts. A good deal more has, to date, done no more than confuse and discourage magistrates. The task of educating them in the law has begun, and in my view any education in the rules of evidence and Court procedure by a *sound* lecturer is very much to their advantage, for the dignity of the Court and for the right administration of justice. But to turn them into trained lawyers, up-to-date in the latest intricacies of the law on a variety of subjects, is as dangerous as it is wasteful. It can't be done. Their clerk is there to advise them on questions involving law, and they should consult him on law and on law alone. And in 99 benches out of 100 that is what they do. In my district the clerk never retires when the bench retires. He is openly summoned when a question of law is involved, and he returns to court when he has answered it.

Judges or Jury?—In a word, the whole of this concentrated attention of recent years has been caused by complaints (often local and political) about the work of a very few benches, and it cannot be said that the resulting legislation and circularised guidance has greatly clarified the position for the majority or improved the work on those benches which have not as yet reformed themselves. Lay magistrates were intended to be in the category of a special jury. The moment efforts are made to turn them into lawyers, their usefulness is threatened. If the average magistrate, under an efficient chairman, cannot in a year or two get a working knowledge of court procedure and of the rules of evidence, he or she should be retired on the chairman's advice. Some say that magistrates should never retire to consider their verdict, but argue it out in court that "justice may be seen to be done." Others rightly say that the defendant should not be expected to listen to a whispered "auction." Of course, the bench should sometimes retire and send for their clerk to settle a point of law or even of procedure. A bench of "know-alls" is a positive danger to justice, and the whole campaign to improve lay justice is upsetting a vast majority of benches for the misfeasances of a handful. The confusion may be merely interim, but the process of re-education is very expensive, and in my view largely unnecessary and undesirable.

Verbosity in Gaiters.—I dislike the brutality of some modern columnists. They carry rudeness to extremes, so much so that their victims earn our sympathy and our contempt goes elsewhere. One such recent article or personality par described our Primate as the World's No. 1 Bore. In truth, he is a very witty after-dinner speaker, but I have often deplored the truth that the appetite for after-dinner wit grows with the feasting and that some of the masters do, indeed, indulge too much. I must confess that I wish the Primate had not commended at Canterbury Convocation an anonymous booklet charging the Roman Catholic Church with duplicity and other nefarious propaganda against the Anglican. I am in no position to judge if the charges are well argued or well founded. It may be true or partly true. But it does not seem fit that the head of our own hierarchy, openly pledged to improve relations between the Catholic and the Anglican Churches, should boost an anonymous attack of this sort, however authoritative. There is an old-fashioned phrase, "All gas and gaiters." I never knew what its origin was. But certainly gas and gaiters seem to be associated to-day.

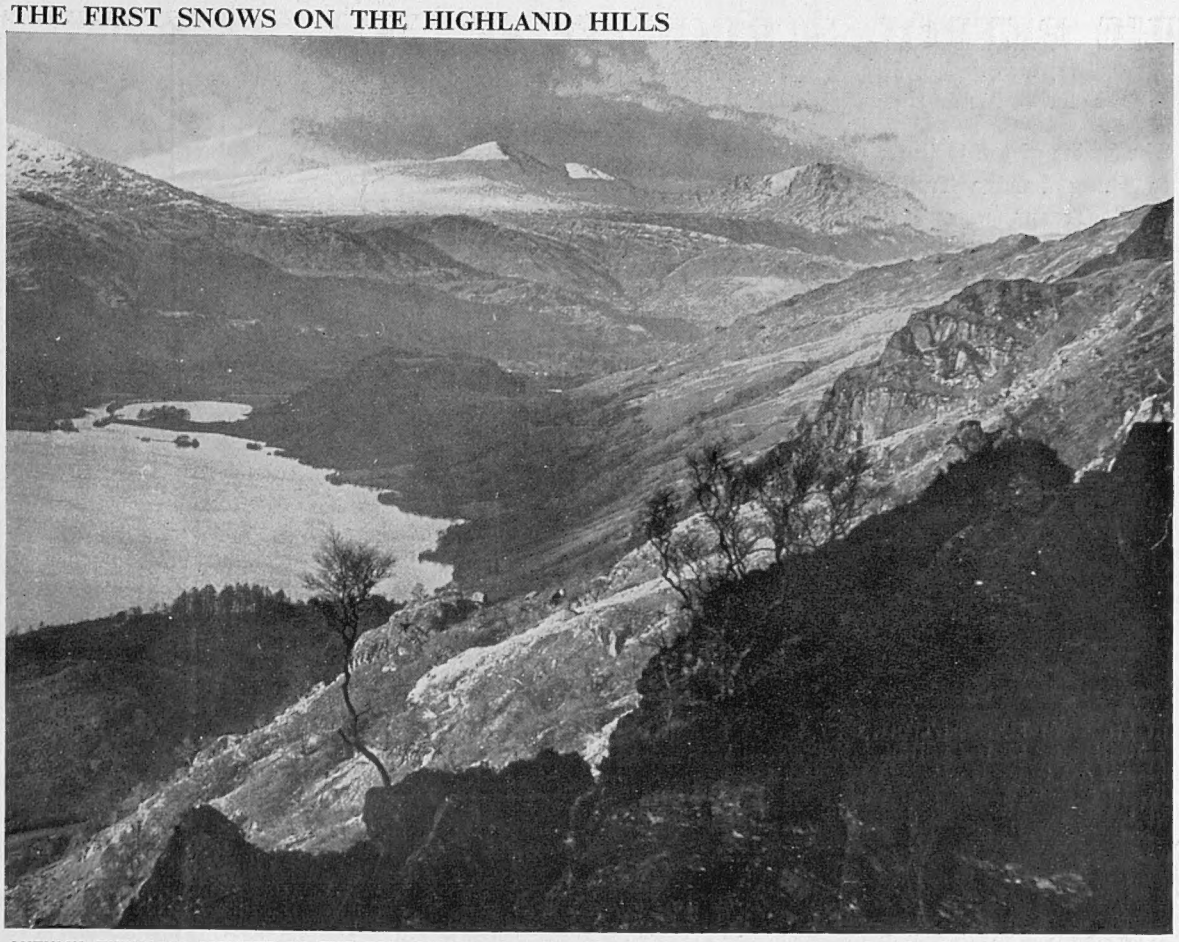
THE OLD STAGER

IN NEXT WEEK'S ISSUE

FILM-MAKING in the HIGHLANDS

By FORSYTH HARDY

THE FIRST SNOWS ON THE HIGHLAND HILLS



AUTUMN TURNS TO WINTER IN THE FAR NORTH: A series of northerly gales has brought the first snows of winter to the Highlands and in this picture the clouds are seen piling up over Ben Lui and its neighbours above Ardlui, at the head of Loch Lomond. The view was taken from above Inversnaid looking north over the loch. Inversnaid is one of the finest points on Loch Lomond, affording splendid views of the mountains above Arrochar. Rowan berries have been unusually thick on the trees of the north this year, and if local beliefs are correct it should mean a severe winter. Last winter, it will be remembered, Scotland suffered tremendous gale damage.

TRAFALGAR DAY IN THE HEART OF LONDON

NELSON'S SIGNAL IS RUN UP IN TRAFALGAR SQUARE: This was the scene at the great monument during the ceremony to mark the 148th anniversary of the Battle of Trafalgar. The plinth of the Nelson Column was bright with autumn flowers, and was additionally adorned when wreaths were laid on behalf of the Colonies and the countries of the Commonwealth. Admiral of the Fleet Sir Rhoderick McGrigor, the First Sea Lord, is seen taking the salute, and facing him is a guard of honour of Sea Cadets. At Portsmouth there was also a Trafalgar Day ceremony. H.M.S. *Victory* flew Nelson's Trafalgar signals, and garlands were hung between the masts of the vessel.

THE PETROL STRIKE IN LONDON

The Strike of the Delivery Men Threatened to Bring London Traffic to a Standstill, Until Troops were Called In to Help

REGENT STREET AT ELEVEN O'CLOCK ON A FRIDAY MORNING —THE STRIKE OF THE PETROL DISTRIBUTION WORKERS BEGINS TO MAKE ITSELF FELT : It was not until the Friday and the Saturday of last week that the effects of the strikers' action became noticeable in London.

A FLEET OF PETROL TANKERS MADE IDLE BY THE UNOFFICIAL STRIKE OF DELIVERY MEN LAST WEEK-END : The strike, which began on a small scale at a depot in Fulham on the Monday of last week, soon spread with alarming speed to most of the depots in the Greater London area. The original strikers asserted that they had stopped work because employers had been allotting work to contractors and because some firms employed men who did not belong to a trade union. By the week-end so many other issues had been raised by the strikers that most tanker drivers who were asked for the reasons of the strike gave very vague answers. The general position became worse towards the end of the week and even essential services were threatened. It was then the Government decided to use troops to drive the tankers if the strike had not ended by the week-end. On the Friday, more than 7,000 soldiers, sailors and airmen had been concentrated in the London area, and early on Saturday they began the mammoth task of catching up on the sadly-wanting supply of petrol to garages. On Sunday a further 4,000 troops were employed, and the 6,000, working in two eight-hour shifts, managed to deliver over 2,000,000 gallons of petrol. At some bus garages in London, men struck in protest against troops delivering fuel. This added to the problem of how to keep buses on the road.

THE TROOPS ON THE JOB AT THE TOWNMEAD ROAD DEPOT IN LONDON : The man with the stick is a technician from the depot. At one time it seemed that the technicians would join in the strike with the drivers.

SOLDIERS ARRIVING AT A LONDON PETROL DEPOT : This group of soldiers has just arrived at the depot and already officers and N.C.O.s are splitting the men into teams and allotting them their various tasks. Altogether 6,000 troops were called in to help.

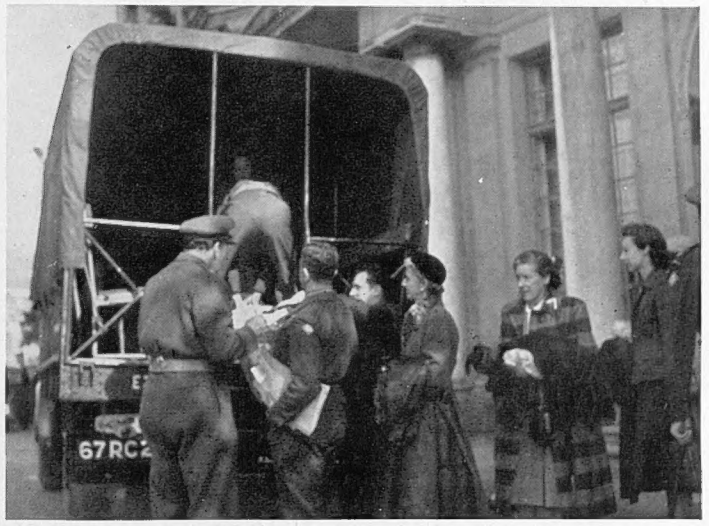
ONE OF THE FIRST TANKERS DRIVEN BY SOLDIERS LEAVES ST. LEONARD'S WHARF DEPOT, POPLAR : In the foreground of this picture is a group of strikers. At all times the relationship between the strikers and the soldiers was quite amiable. The attitude of the strikers seemed to be one of sympathy towards the soldiers, as they were under orders and had no option but to work.

SOME STRIKERS MARCH TO ONE OF THE MANY MEETINGS HELD DURING THE STOPPAGE : Generally speaking, it was only men working in the London area who were on strike, but at Jarrow 160 workers stopped work in sympathy with the London men.

The Departure from Trieste

British Service Families and the Heavy Equipment of the British and U.S. Forces Leave the Disputed Zone

THE LAST OF THE BRITISH SERVICE FAMILIES LEAVE TRIESTE : In Trieste families wave good-bye as they leave the zone for England. In England many of the families are being found accommodation in Blackpool. All families of British servicemen stationed in the Free Territory of Trieste have now left the zone. This is the first step in the evacuation of Zone A of Trieste by British and American troops, in accordance with the recent declaration by the two Western Powers. Both in Yugoslavia and in Italy, attempts are now being made to find a compromise solution and to diminish the war of nerves that has lately been waged by both countries.

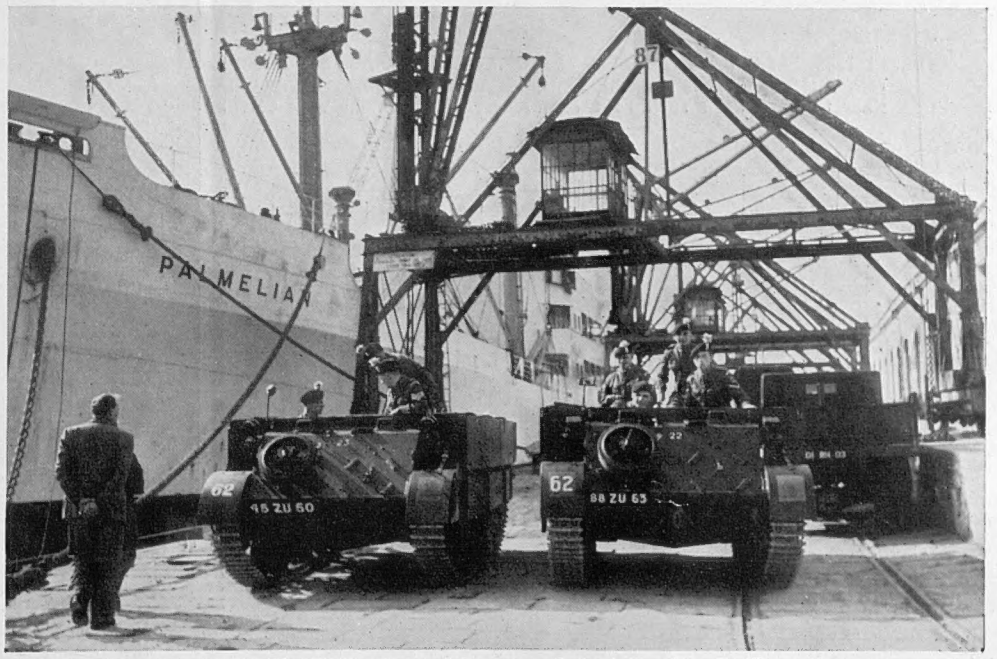


READY TO LEAVE A POPULAR SERVICE STATION : The wives of British servicemen prepare to board a lorry to take them to their trains. Trieste has, since the war, been one of the Army's most popular stations, and accommodation for families was reputed to be excellent. At present three battalions are stationed there.

A FINAL CHECK OF DOCUMENTS BEFORE LEAVING FOR HOME : Embarkation Staff Officers of the Royal Engineers check the documents of families leaving Trieste shortly before their departure. It is intended that the troops will evacuate Trieste within a few weeks.

HEAVY STORES AND EQUIPMENT ARE LOADED FOR TRANSPORT : Troops make fast a carrier on a flat goods wagon at the railway station in Trieste. Armour, ammunition and heavy equipment are being gradually sent away in preparation for the eventual handing over of Zone A to Italy.

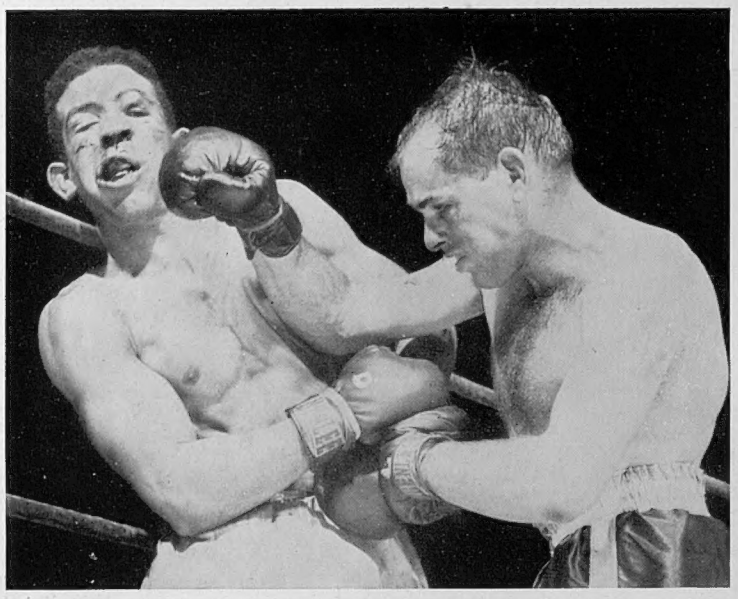
THE AMERICAN FORCES ALSO MAKE PREPARATIONS TO LEAVE TRIESTE : United States Army ammunition is loaded on to a transport ship in Trieste harbour. The final date for the evacuation of Trieste by British and American forces has not yet been fixed, but units of both countries are making gradual preparations to leave.



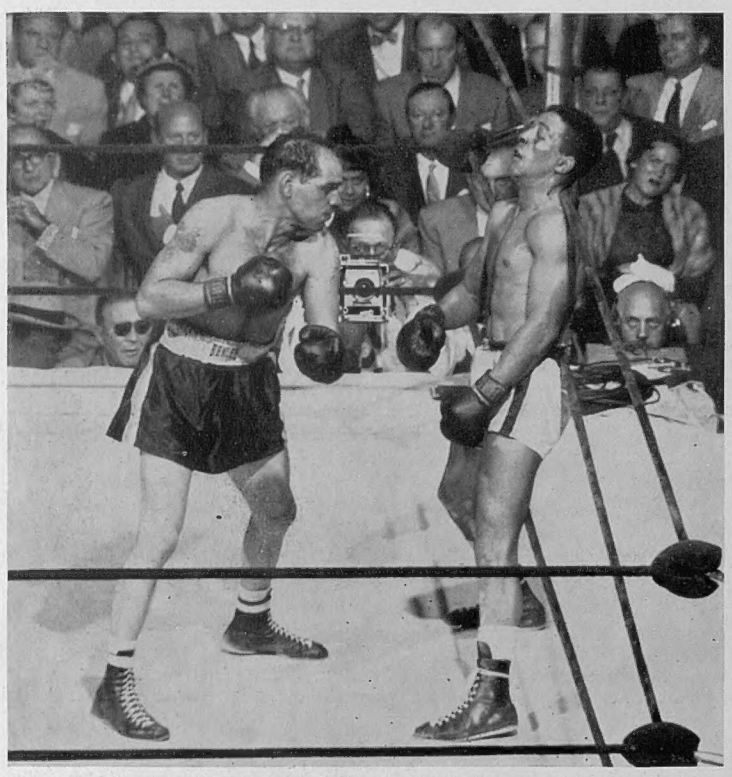
TWO CARRIERS ARE READY TO LEAVE : Manned by men of the Lancashire Fusiliers, these two carriers are ready to be hoisted aboard the Liverpool freighter *Palmelian* at the quayside in Trieste. Besides the heavy equipment of the infantry, ordnance stores are among the first shipments.

THE WAY OF THE WORL

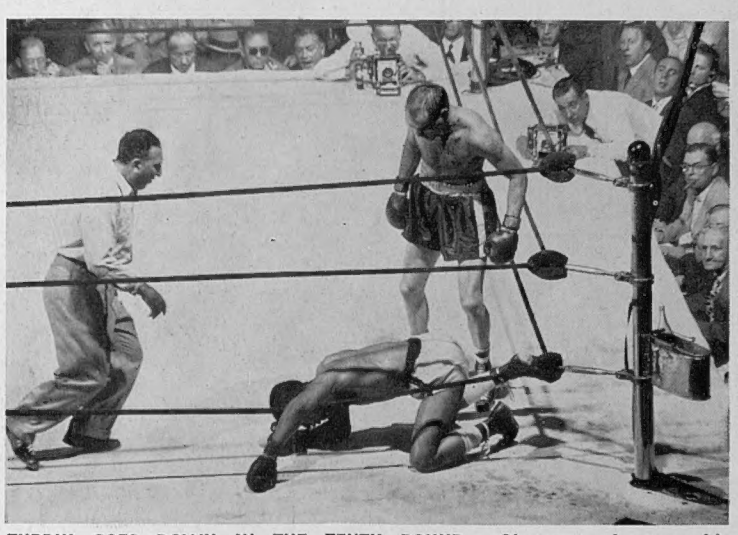
The Turpin Defeat in New York; British Guiana Opposition Speaks; Lichfield's New Bishop Enthroned; United Nations Sunday in London; The Italian Floods; The Treaty with Laos Signed in Paris



CARL BOBO OLSON WINS THE MIDDLEWEIGHT CHAMPIONSHIP OF THE WORLD—RANDOLPH TURPIN REELS FROM A BLOW ON THE JAW: An incident during the big fight at Madison Square Garden, in New York, where Carl (Bobo) Olson, of Honolulu, defeated Randolph Turpin, the British champion, on points. Olson thus becomes Middleweight Champion of the world; he was so overwhelmed by his success over Turpin that he burst into tears when the result was announced. Turpin's defeat came as no surprise to the critics, who were doubtful of the efficiency of the Leamington fighter's training methods; throughout the fight, indeed, it was obvious that Turpin was far from his best. During the first three rounds Turpin was the master of the ring, and landed several heavy blows against Olson, one of which, a smashing left hook to the jaw, jarred Olson and retained its effect for several rounds. During the early stages Turpin tried to find a way to drive home his advantage, but by the fifth round Olson had got the measure of his opponent, and during that round he wrested the initiative and never really lost it again. Turpin's great mistake was to lie back on the ropes and let Olson get in heavy blows with his two-handed attack. Time and again the Englishman was manœuvred into this fatal position on the ropes. It came as no surprise when Turpin was knocked down twice, once in the ninth round for a count of four which was interrupted by the bell; the second time in the tenth round, when Turpin took a count of nine. Turpin was a gallant loser, and staged a remarkable comeback in the final round.

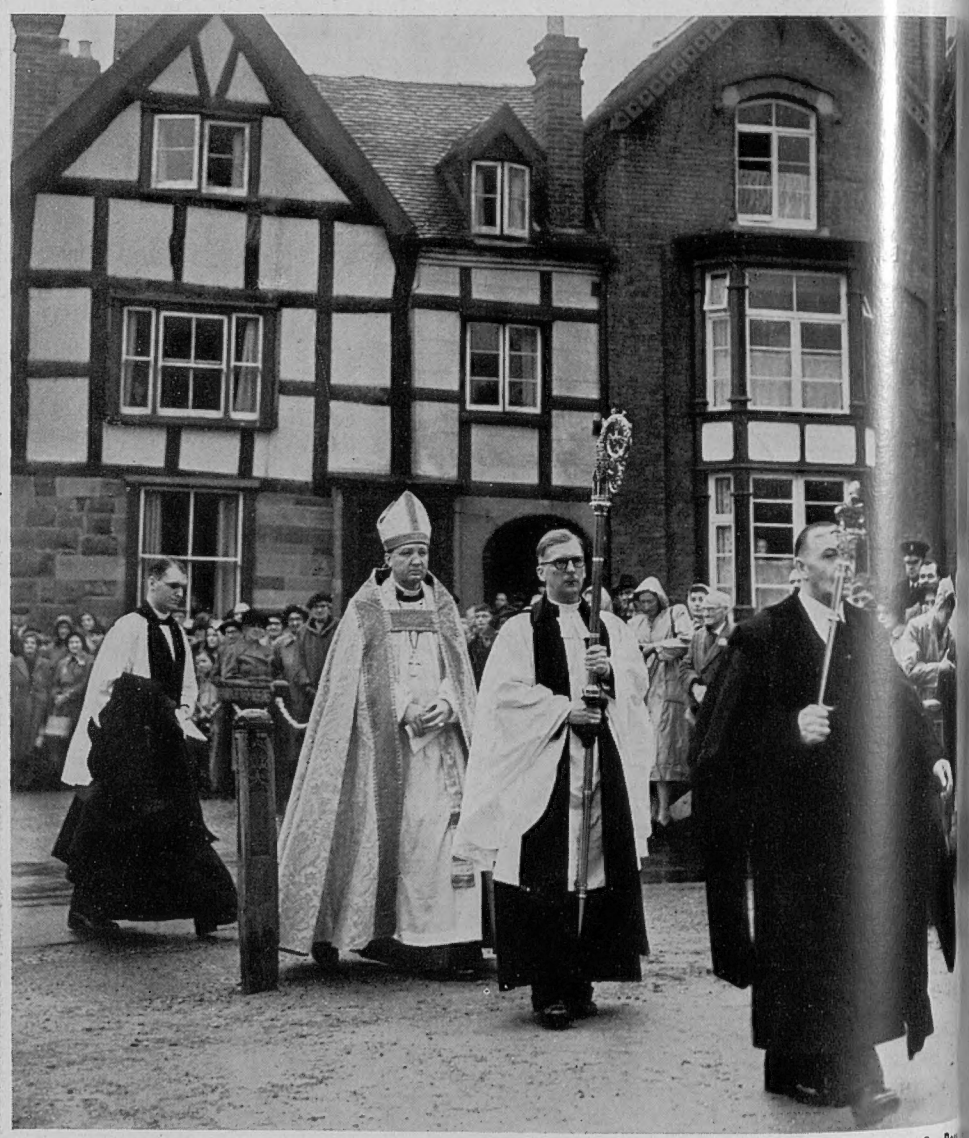


TURPIN LIES BACK ON THE ROPES, WIDE OPEN TO OLSON'S ATTACK: This incident in the twelfth round demonstrates what many consider to have been Turpin's cardinal error in the fight with Olson.



TURPIN GOES DOWN IN THE TENTH ROUND: Olson stands over his opponent, and referee Al Berl moves in to count, as Turpin goes down in the tenth round of the championship fight in New York.

THE BRITISH GUIANA OPPOSITION PARTY HOLDS A PRESS CONFERENCE IN LONDON: Left to right the group above are: John Dare, President of the Georgetown Chamber of Commerce; W. O. Kendall, Leader of the Opposition in the House of Assembly; John Carter, Chairman of Opposition—the United Democratic Party; John Fernandes, member of the old Legislative Council; and Lionel Luckoo, another member of the old Legislative Council and a member of the present State Council. The political opponents of Dr. Jagan, the United Democratic Party, British Guiana, which represents all groups opposed to the People's Progressive Party, gave a Conference in London last week. Their chairman, Mr. John Carter, appealed to Great Britain and World Bank for a sum of £20,000,000 to give a start to economic progress in the colony. It was urged needed, he declared, to raise the standard of living. "Sending gunboats is not the way to remove Communism," he said. "If the Government will not spend large sums on the colony, they might just as hand it over to the Kremlin." Mr. Lionel Luckhoo, the West Indian barrister and member of the Council, regretted that the debate in the House of Commons did not refer to the fact that leaders of People's Progressive Party were actively recommending to their followers disloyalty to the Th



THE ENTHRONEMENT OF THE NINETY-FIFTH BISHOP OF LICHFIELD: The Right Rev. Arthur S. Rev preceded by his chaplain bearing the Pastoral Staff, goes in procession from his home in Close to the enthronement ceremony in the Cathedral. Before entering the Cathedral to be led the Throne for the installation ceremony, the Bishop gave the traditional three knocks on the West Do Present at the ceremony were the Archbishop of York, eight other bishops, 400 clergy from all parts the Diocese of Lichfield, and civic representatives; altogether there were more than 2,000 people. enthronement service was the first ever to be recorded by television cameras. Before being appointed Lichfield the new Bishop, who succeeds the late Dr. Edward S. Woods, was Vicar and Rural Dean Leeds. He was consecrated at Michaelmas in Southwark Cathedral, where he had been ordained in 19

FLOOD DISASTERS IN THE TOE OF ITALY : A street scene in San Gregorio, Southern Calabria, after three days and nights of continuous rain, which devastated the area, last week. The Prefect of Reggio di Calabria, north of San Gregorio, announced that over 100 people had been killed and that the death-roll was constantly increasing as news came in from the many villages, which had been cut off by the waters. Although the heavy rains had fallen for three days, the floods followed suddenly after a storm. The railway line along the Ionian coast was cut in ten places and over sixty towns and villages were marooned. The floods swept down from the Aspromonte and Sila mountains on to an area which had not fully recovered from the 1951 floods. The village of San Gregorio was one of many which were almost entirely demolished. Rescue work began at once and helicopters were used to drop food and medical supplies on remote villages. Nearly 2,000 refugees poured into Reggio Calabria. One estimate gave the totals of 5,000 houses destroyed; sixty miles of roads made impassable; and the cost of damage in the neighbourhood of £6,000,000.

THE REMAINS OF A RAILWAY BRIDGE AT SAN GREGORIO : The little town was one of the hardest hit by the floods in Southern Calabria. The railway bridge was washed away entirely, leaving the track suspended in mid-air. This was one of many bridges cut.

SIGNING A TREATY THAT WILL GRANT THE KINGDOM OF LAOS INDEPENDENCE WITHIN THE FRENCH UNION : King Sisavang Vong, of Laos, has just signed the treaty and is handing the pen to President Auriol, of France. Laos is the first of the three Indo-Chinese States with which France has signed a formal treaty of independence. Speaking after the solemn ceremony of the signing, President Auriol said that not only was the French Union not an obstacle to national independence, but its aim was to guarantee it.

OBSERVING UNITED NATIONS DAY IN TRAFALGAR SQUARE, LONDON : This was the scene as the Home Secretary addressed a United Nations Day Youth Rally from the base of Nelson's Column. The service was conducted by the Dean of Westminster, and was held to celebrate the eighth anniversary of the San Francisco Charter. In other parts of London other services were held in connection with the United Nations. At St. Paul's Cathedral, the Archdeacon of London, the Ven. O. H. Gibbs-Smith, delivered a special sermon on the organisation and its work and urged everyone to support it. An extremely impressive ceremony was also held at the United Nations building in New York.

THE WORLD'S TROUBLE-SPOTS

Recent Events in Trieste and British Guiana

YUGOSLAVS SHOW DEFIANCE IN ZONE A OF TRIESTE : Villagers in Opicina, near Trieste, look at a large Yugoslav flag which had been hoisted at the top of a tree. In many small villages in Zone A, which is to be returned to Italy, pro-Yugoslav elements have demonstrated against the Allied decision. Opicina is, in fact, less than three miles from the centre of Trieste, and like the city and the port has a predominantly Italian population. The village is, however, only two miles from the border with Yugoslavia.

MR. HOPKINSON ARRIVES IN GEORGETOWN TO SEE FOR HIMSELF : Mr. H. L. d'A. Hopkinson, Minister of State for Colonial Affairs (left), is greeted by the Governor of British Guiana, Sir Alfred Savage, when he arrived in Georgetown by air. During his four-days stay in British Guiana, Mr. Hopkinson toured important centres in the colony and had talks with officials and prominent residents and political leaders. Shortly before he left the colony, Mr. Hopkinson told a Press Conference that talks with all sides in British Guiana made him more convinced than ever that the British Government's action in suspending the Constitution and calling for troops was entirely justified. He described prompt and strong action as absolutely necessary. On his return to London, Mr. Hopkinson declared that the situation in British Guiana is fraught with potential dangers. "We shall need to exercise vigilance for some time to come."

ROME STUDENTS MARCH THROUGH THE STREETS AND DEMAND THE WHOLE OF TRIESTE : Students from the University of Rome thronging the streets of the Italian capital during their demonstrations for the return of Trieste to Italy. Carrying anti-Tito banners, the students made their way towards the Yugoslav Embassy. Many of the demonstrators clamoured for the return of both zones of Trieste to Italy.

DEMONSTRATORS IN ROME HEAD FOR THE SOVIET EMBASSY : Students racing towards the Russian Embassy in Rome at the head of a crowd carrying slogans against the Communists and Marshal Tito. The Italian police used their batons to beat back the demonstrators, and the students replied by swinging sticks.

THE ARGYLL AND SUTHERLAND HIGHLANDERS IN TRINIDAD ON THEIR WAY TO BRITISH GUIANA : The pipes and drums of the 1st Battalion the Argyll and Sutherland Highlanders march through Port of Spain, when they stopped in Trinidad on their way to British Guiana. The battalion was sent to Georgetown as reinforcements for the Royal Welch Fusiliers. *On left*—**The sergeant in command of the pipes and drums talks to the Trinidad Commissioner of Police and, centre, an Assistant Police Superintendent.**

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HOLLAND'S QUEEN MOTHER MAKES ONE OF HER RARE APPEARANCES: The former Queen of the Netherlands, Princess Wilhelmina, arriving at the Great Church at Naarden for a performance of Handel's "Messiah" given by the Handel Society of Naarden-Bussum. Princess Wilhelmina, who is now seventy-three years old, abdicated in favour of her daughter, Queen Juliana, in 1948. Nowadays she makes only occasional appearances in public.

A CAISSON SAILING DOWN THE HUDSON RIVER: The first of eight reinforced concrete caissons which will be used for the construction of a bridge across the Hudson is towed to the bridge site ten miles away. This huge box is 109 ft. long by 100 ft. wide, and weighs 16,000 tons. It was built in a natural dry-dock on the site of a disused clay pit, which was flooded so that the caisson could be towed away. The bridge is between South Nyack and Tarrytown, New York State, and is part of the New York—Buffalo "Thruway" under construction.

THE FLOOD DISASTER IN SPAIN: All that remains of a bridge over the River Oria, between Usurbil and Agvinaga, in the Guipozcoa region of Spain. The floods, which were caused by intense rain, were worst in the Basque area surrounding San Sebastian, on the French border. Forty-one people lost their lives and damage was estimated at £40,000,000. Roads and bridges were destroyed, and in towns and villages factories and houses were flooded or left marooned by the river waters.

A LANDSLIDE ON THE ROAD FROM GENOA TO ROME: At Chiavari, twenty miles to the south of Genoa, a huge landslide stopped all traffic on the main road to Rome. The cause of the landslide was the exceptionally heavy rainfall throughout Italy which flooded rivers and has caused scores of deaths in Calabria.

CHIANG PARADES THROUGH HIS CAPITAL ON THE FORTY-SECOND BIRTHDAY OF NATIONALIST CHINA: The Generalissimo saluting as he stood in his car when driven through the streets of Taipei, capital of the island of Formosa. It was in 1911 that Chiang participated in the Chinese Revolution by helping to bring the provinces of Chekiang and Kiangsu into the battle against the Manchus. On the defeat of the Manchus, Sun Yat Sen was elected President of the newly-established Chinese Republic.

On right—

THE ONLY MIG 15 IN THE U.S. AIR FORCE: This is the aircraft that was flown by its North Korean pilot to the Allied zone of Korea shortly after the truce. For this act the pilot was awarded £35,000. The aircraft is seen here at Okinawa after it had been transported from Korea. American pilots who flew the MiG were surprised at the lack of automatic equipment.

WHERE THE ATHABASKA RIVER WINDS NORTHWARD TOWARDS THE ARCTIC WASTES : This aerial view is typical of the terrain over which the Duke of Edinburgh will fly wh he visits Canada's Far North in the summer of 1954. It shows the Athabaska River at a point where it twists and turns before entering Lake Athabaska. The Duk tour will take him across many thousands of miles, in the course of which he will see the new towns of the north-west, such as Yellowknife, on Great Slave Lak Port Radium, on the Great Bear Lake twenty miles south of the Arctic Circle, and the lonely town of Coppermine, which is actually north of the Arctic Circle. T tour begins on July 29, and ends on August 17, and is an outcome of the Duke's last visit to Canada, when he expressed a desire to see the developing North-We

THE SNOW-CAPPED PEAKS OF THE ROCKIES OVER WHICH THE DUKE OF EDINBURGH WILL FLY AS HE JOURNEYS FROM KITIMAT, THE GREAT NEW ALUMINIUM PRODUCTION CENTRE IN THE WEST, TO PORT RADIUM AND OTHER TOWNS IN THE NORTH-WEST : It is highly possible that the Duke's route will take him over the Lloyd George Range, that remarkable series of peaks lying near the Alcan Highway and numbering among their summits Mount Roosevelt, Mount Stalin and Mount Churchill, all spectacular-looking peaks in the region of 10,000 ft. in height.

WHERE THE DUKE OF EDINBURGH WILL TOUR NEXT SUMMER

CANADA'S RICH HINTERLAND

A Region of Lake and Forest an Fast-Developing New Towns

When the Duke of Edinburgh visited Canada 1951 with the Queen, then Princess Elizabeth, a arduous six-weeks tour was carried through from coas to coast, but no excursion was made into the Fa North, where Canada is now developing a new indus trial empire. At the time the Duke expressed a desir to see more of this great land, and promised to retur as soon as possible. Accordingly, he has made break in his summer programme for 1954, and he wi fly to Canada on July 29, landing first at Ottawa an then crossing the prairies to Vancouver, where he wi preside at the Empire Games.

After that the Royal visitor will leave the beate track, and his first halt will be at Kitimat, where h will see aspects of the Nechako-Kitimat project of th Aluminium Company of Canada, a project which wi eventually transform a rugged, uninhabited hinterlan the size of Ireland, until lately occupied only by fores mountain and grizzly bears, into an industrial colossu boasting the world's biggest aluminium smelter, th world's biggest single hydro-electric power house an a brand new British Columbian city. Kitimat wi eventually produce 550,000 tons of aluminium pe year, and it will probably make Canada the world biggest producer of this feather-weight metal. This really the most important development which Britis Columbia has seen since the first transcontinenta railway forged a right-of-way through the Rockie in 1885.

From Kitimat the Duke will fly northward t the Great Bear Lake, crossing the Rockies en route and there he will see some of the wonders of Pol

A METROPOLIS OF THE FAR NORTH: This is the gold-mining town of Yellowknife, on the shores of the Great Slave Lake, where the Duke will make his last halt in the North-West before flying to Churchill, on Hudson Bay. Yellowknife was founded in 1935 after the discovery of gold in the area, and it is now one of the most developed centres in the North-West Territories. In open weather Yellowknife receives its supplies by air, the transports alighting on the lake, or by water transport. When these means of transport are closed down tractor freight trains cross the frozen wastes and keep the stores of Yellowknife fully supplied with food and clothing.

On left—

ONE OF THE GOLD MINES AT YELLOWKNIFE: Gold from veins in this area was reported as early as 1898, but it was in the middle '30's of the present century that the important finds were made, and by 1938 Yellowknife had become a boom town. In addition to gold, a large number of minerals have been found at Yellowknife, including iron and lead in highly payable quantities.

Radium, a centre for nickel and copper mining and smelting, just south of the Arctic Circle. The discovery of huge radium deposits on the shores of Great Bear Lake took place in 1930 when Gilbert La Bine, a prospector from Toronto, with his friend Leigh Britnell and his brother Charles, landed on the ice of the lake. Britnell flew on westward to the Yukon, leaving the La Bines with 1,600 lb. of supplies and a sled. After only a few days of research on the lake shore the La Bines struck at the rock beneath which lay the world's richest radium deposits. This rock, blue-green with yellow spots and stripes, contained copper, cobalt and silver. On closer examination of the strata the La Bines found pitchblende, radium's richest ore. Gilbert La Bine hurried back to Ottawa to confer with the Government on the discovery, and although he did not win immediate support the sensational nature of his discovery was soon realised. Up to then almost all the world's radium came from the Belgian Congo. La Bine's discovery broke the monopoly, and, incidentally, sent the price of radium plunging downward. To-day Port Radium is a thriving community, and there the Duke will find a surprising number of the amenities of civilisation.

His next point of call will be actually beyond the Arctic Circle, the mining centre of Coppermine, where in winter it is dark nearly all the day and where in summer it is never dark at all. At Coppermine the Duke will see, indeed, one of the most northern outposts of Canada's industrial empire.

His plane will then turn south to Yellowknife, on the Great Slave Lake, already a well-developed community, although less than twenty years old. Yellowknife's early progress was at one time hampered by lack of finance and power, but to-day the town is progressing fast, thanks, in large measure, to the Snare River Power Development. After Yellowknife the Duke will fly south-eastwards to Port Churchill, on Hudson Bay, and he will see the great grain elevators which handle the products of the prairies and in the summer months send them to Europe via the short Hudson Bay route to Europe from the heart of America. (An article on Port Churchill appears on the next page.) The Duke's tour will end at Quebec, and there is little doubt that he will find this far northern adventure as rewarding as any journey he has yet undertaken.

TENTS SPRING UP LIKE MUSHROOMS AT KEMANO: This is one of the camps housing the workers on the Kitimat scheme. In this rainswept hinterland, south of Prince Rupert on the north-west coast of British Columbia, the Aluminium Company of Canada is now developing its latest project, which involves the building of the biggest smelting plant in the world. The Duke of Edinburgh will visit Kitimat after attending the Empire Games in Vancouver.

WHERE THE DUKE OF EDINBURGH WILL TOUR NEXT SUMMER

PORT CHURCHILL

The Thriving Port on Hudson Bay which Links the Canadian Prairies with Britain

Thanks to improvements in navigational aids since the war and to new dock facilities, the ice-girt Hudson Bay route is slowly winning back its once key position among the trading routes between Britain and Canada. A record number of bushels of wheat passed through it this last summer, much of it for Britain. Next summer, when the Duke of Edinburgh visits Churchill at the height of the freighting season, he will no doubt hear that the 1953 figures have in turn been surpassed.

Churchill is strategically placed between Europe and the wheatlands of Canada's prairies. It stands one-third the way across Canada, or 1,000 miles west of the Atlantic. It is barely 3,700 miles from Liverpool to Saskatchewan via Churchill, compared with nearly 5,000 miles by way of the St. Lawrence; and goods sent to Canada's West Coast via Churchill sell at up to 25 per cent. less than the same goods shipped through the St. Lawrence ports.

It will be some weeks before this Canadian port will be closed by ice, but nearly 11,000,000 bushels passed through its elevators during the seventy-nine days to October 13 last, and at the time of writing trains are moving 2,500,000 bushels of grain from the prairies to the Churchill elevators (which will relieve the pressure of storage facilities in the prairies).

The amount of grain passing through Port Churchill—and the number of ships—has increased sharply since the war. This means that the Canadian Government, and the shipping companies operating on the Europe–Hudson Bay route—the majority of which are British—are winning their long battle against Marine underwriters, who tend to be more than cautious in covering ships and cargo bound to and from Port Churchill. That insurance underwriters have placed too much emphasis on the danger of ice in this area is supported by this little-known fact: that of 750 ships which have passed into the Hudson Bay from the Atlantic since 1868, only two have been lost.

Two centuries ago Churchill—Fort Churchill as it was then—was the main harbour for the export of furs to Britain. Subsequently its importance waned. But the Canadian National Railway's construction of a line from the prairies to Hudson Bay in the '20's re-established it as a harbour of great potential importance.

Churchill harbour itself is an excellent one. There is less than a mile of dredged channel between the docks and the open waters of the bay, which is largely free of reefs. The channel has a minimum depth of 32 ft. at low tide, and the port facilities include one of the best transit sheds in North America and offer a twelve-hour turn round.

Port Churchill's fight has been uphill. Sea ice has earned for the Hudson Bay route the reputation of being "dangerous." The majority of sea captains show an aversion for, almost a fear of, sea ice; and the very mention of the word *iceberg* causes marine underwriters to signal *full speed astern*, and ask for a markedly high premium to cover the risk of loss.

Nevertheless, Churchill's fight has been a winning one. The grain flowing through its elevators has increased year by year since 1931, when the S.S. *Farnworth* (owned by Dalgleish, of Newcastle) nosed into this then newly-constructed port to load wheat. The Churchill elevator handled only 500,000 bushels that year, but by last year the figure had increased to 8,500,000.

Port Churchill's increase in stature is due largely to the work of the Commonwealth Shipping Committee. Formed in 1941, it has supported the view that the Hudson Bay route is not a hazard to shipping and that the length of the navigation season should be increased and marine insurance rates decreased.

The Canadian Government has also played an important part in putting Churchill, as it were, on the map. Not only have the port's facilities been considerably improved since the war, but a regular ice patrol is maintained during the shipping season, both by ice-breakers and helicopters. New hydrographic charts of Hudson Bay have been drawn and improvements made in other navigation aids, including radar, which very considerably reduces the risk of collision with "big ice." And there are many with experience of navigation in "ice waters," who believe that the ice-floes that drift across the Hudson Bay route constitute little more risk to the ships that use it than the caribou herds that wander across the railway to Port Churchill.

THE HARBOUR AT PORT CHURCHILL SEEN FROM THE SUMMIT OF THE GREAT GRAIN ELEVATOR: It was in 1931 that the first experimental shipments of grain were made to Liverpool and London via Port Churchill, this experiment following the successful completion of the railway from the heart of Canada to Hudson Bay. This year nearly 11,000,000 bushels of grain had passed through Churchill up to October 13. The port will be visited by the Duke of Edinburgh next summer.

THE GRAIN ELEVATORS AT CHURCHILL: Stretching diagonally across the picture is the conveyer gallery along which the grain is taken to the merchant ships lying alongside the wharf. *On right*—The ice-breaker *N. B. McLean* alongside the quay at Churchill.

THE HARBOUR OF PORT CHURCHILL AT MID-TIDE: On the left is the quay where the big grain ships dock during the freighting season, and on the right is the railway line to Les Pas, Manitoba. This line has reduced the length of the grain route from Edmonton to Liverpool by 1,000 miles, with a corresponding improvement in freight rates.

A SPHERICAL SKYSCRAPER IN AMERICA

THE BUILDING FOR AN ATOMIC POWER PLANT FOR SUBMARINES : Said to be the largest building of its kind in the world, this sphere has been erected at West Milton, near Schenectady, in New York State. It will house the prototype for an atomic power plant for submarines of the United States Navy. This plant is being built by scientists of the Knolls Atomic Laboratory for the Atomic Energy Commission. The first two atomic submarines of the United States Navy are already under construction. The spherical edifice is 225 ft. high, the equivalent of an eighteen-storey skyscraper, and is made of steel plates an inch thick, joined together by more than five miles of welding. The sphere weighs 3,850 tons.

DUBLIN'S LARGEST OFFICE BLOCK

HEADQUARTERS OF EIRE'S BUSES AND OFFICES FOR CIVIL SERVANTS : Dublin's only skyscraper, Áras Mhic Dhiarmada, was officially opened last week by Mr. Lemass, the Eire Minister for Industry and Commerce. This fine modern building is situated in Store Street, just behind the Custom House, and will provide offices for Civil Servants besides becoming the headquarters of the State-owned bus service, Coras Iompair Eireann. The office block contains 700 windows, and was designed by Mr. Michael Scott, the architect who is at present engaged on plans for Dublin's new Abbey Theatre. At the opening ceremony each of the building's nine floors was blessed by a priest from the near-by Pro-Cathedral. The Áras is to be the headquarters of the whole Eire transport network, and on ground-level hundreds of buses will be marshalled. The present dual purpose of the building is a compromise between the different plans of successive Governments.

WASHINGTON'S NEW CATHEDRAL

THE PROJECTED NATIONAL SHRINE OF THE IMMACULATE CONCEPTION : An impression in oils of the new Roman Catholic Cathedral in Washington, on which work will be begun next year. It is planned that the main church of the cathedral will be 459 ft. long, with a maximum width of 240 ft. Surmounting the main building will be a dome 108 ft. in diameter, rising to support a cross 237 ft. in the air. The bell tower, on left, will be 316 ft. high. Roman Catholic officials in Washington visualise this Shrine as one of the ten greatest churches in the world, and as a worthy addition to the many fine buildings in the United States Capital.

GAME-FISHING IN THE BELGIAN CONGO

A HUGE TARPON IS CAUGHT ON THE ATLANTIC COAST OF THE BELGIAN CONGO : One of the many kinds of fish that can be found at Moanda, which is rapidly becoming a resort for sea fishermen.

BARRACUDA AND PERCH CAN ALSO BE FOUND AT MOANDA : Many tourists have already taken advantage of the excellent game-fishing at the South Atlantic seaport. A fishing competition will begin shortly.

A popular seaside resort is fast becoming established at Moanda, a small port on the Atlantic coast of the Belgian Congo. Barely fifty years ago Moanda was a shipping port used for slave traffic, but now little seaside cottages are springing up, and it is becoming a pleasant resort where one can relax and go fishing. There is a big European hotel, and quite apart from the natural beauty of the district, the usual seaside entertainments, like rowing, tennis, golf and swimming, are catered for.

But it is likely that the greatest attraction that Moanda will have for the tourist from Central and South Africa, and from further afield, will be the game-fishing that can be enjoyed there. Lying as it does on the South Atlantic seaboard, Moanda provides the keen angler with the large and exotic fish with which that part of the Atlantic abounds. The tarpon, specifically a South Atlantic fish, is perhaps the heaviest and most attractive prize. Though it much resembles a herring in form and colour, it is usually about 7 ft. long and weighs as much as 200 lb. It is a difficult but rewarding catch. Besides the tarpon, there are numerous other fish of the larger species, notably the barracuda and the perch. Next month a competition is being organised in which competitors from South Africa, Angola, the Belgian Congo and Belgium will take part. Among the prizes will be two gold medals, which will be awarded for the heaviest fish and for the heaviest aggregate of fish. Moanda may seem to be an unusual place to go for a fishing trip, but the air, sea and road transport there make a journey comfortable, and the fishing, as well as the attractive country, make such a holiday a fascinating prospect.

NEW AMERICAN AIRCRAFT

A MILITARY VERSION OF THE CONSTELLATION AIRLINER; A SUCCESSOR TO THE NORTH AMERICAN SABRE; AND THE MATADOR GUIDED MISSILE

On right—

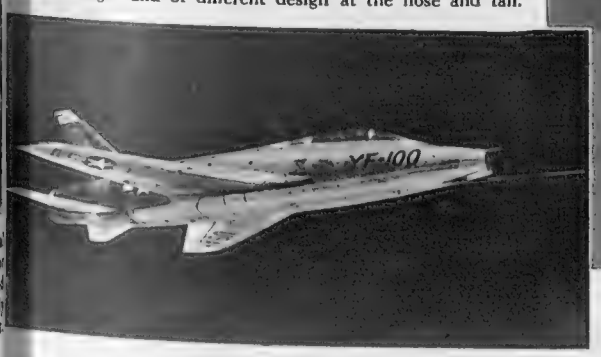
The RC 121 C radar aeroplane is one of the many military adaptations of the well-known Lockheed Constellation airliner and is yet another instance of an aircraft originally designed to meet civil airline requirements fulfilling defence obligations. The design of the original model of the Constellation was begun in June 1939 for a civilian airline company, but on the entry of America into the war, this company waived its rights to the U.S.A.F., and the Constellation did valuable work as a military transport aircraft. It was not until 1947 that the Constellation returned to its original work as an airliner.

The aircraft illustrated here is the latest modification of a type steadily developed by Lockheed. It normally carries a crew of four. As well as the radomes above and below the fuselage, there is another situated in the nose. By carrying this equipment to great heights, the RC 121 C overcomes the difficulty encountered when radar is used close to the ground. This is that the radar beams will not follow the curvature of the earth, but continue in a straight line. Thus the radar carried in this aircraft is able to cover an area much greater than if it was used at ground-level. Similar aircraft are now in production for the U.S. Navy.

THE AMERICAN VERSION OF THE FLYING BOMB: The U.S.A.F. Martin B-61 Matador seen during a launching at the U.S.A.F. Missile Test Centre at Cocoa, Florida. The initial power for the take-off is provided by the rocket motor, which is seen below the tail end of the fuselage. When a certain speed has been reached the rocket motor drops off and the turbojet engine takes over. It is claimed that the Matador can fly at a speed close to that of sound and that it has a range of several hundred miles. The main feature of this guided missile is that it can be launched from a mobile platform, which can be set up in any area to launch a bomb and then quickly be moved to another vicinity for a second launching. After launching, the missile is tracked by radar. The U.S.A.F. has so far formed two squadrons of Matadors.

THE CONSTELLATION AIRLINER IN WAR PAINT—THE LOCKHEED RC 121 C : This military adaptation of the Constellation airliner is veritably a travelling radar station and the two main radar installations may be clearly seen in the bulges situated above and below the fuselage. By flying at great heights, this aircraft is able to overcome many of the difficulties that occur when radar is used at ground level. Because of its fuel capacity, the RC 121 C is able to stay aloft for extended periods.

A SUCCESSOR TO THE SABRE—PICTURES OF THE F 100 : **These pictures are the first to be released of the Super Sabre. The production models have only recently come off the assembly line, but the prototype has been flying for some time.** The North American Sabre has had a distinguished career since the first prototype flew in October 1947. It was the first American fighter to be designed with swept-back wings and tail unit. In Korea, the Sabre proved most successful against the Russian-built MIG 15's, where its great manœuvrability established superiority. The F 100 is claimed to embody all the characteristics of its forerunners and many more besides. The main exterior difference between the F 100 and other Sabres is that the wings are swept back to 45 degs. —10 degs. more than other models. The fuselage is longer and of different design at the nose and tail.



Above and *on left*—**TWO MORE VIEWS OF THE NEW NORTH AMERICAN SUPER SABRE :** The top picture shows very clearly the increased sweep-back of the wings. The F 100 is 45 ft. long and its span is 36 ft. Its service ceiling is claimed to be 50,000 ft. and it has a combat radius of 500 miles.

THE FAMOUS RIVER WALL ON CHEYNE WALK WHICH IS NOW BEING RESTORED BY PRESSURE GROUTING : This sketch-map shows the wall, a last surviving link with the old Chelsea waterfront, as it appears at low tide. Chelsea Borough Council and the L.C.C. had hoped to reclaim part of the river area and to create a new open space within it, with the main highway running on the outside. That scheme has now been shelved as the Minister of Housing and Local Government has not agreed to the capital expenditure of nearly £240,000. The strengthening of the wall is, however, being carried out at a cost of approximately £15,000, as the wall has become highly dangerous as a result of tidal inroads upon the foundations.

RESTORATION IN OLD CHELSEA

WORK IN PROGRESS ON THE MUCH-DEBATED RIVER WALL, AND ON THE OLD CHURCH IN CHEYNE WALK

The withdrawal of the riverside reclamation scheme, which aroused so much vocal opposition from the Chelsea Society and which did not meet with Governmental approval on financial grounds, leaves Whistler's Reach exactly as it was, with the waters of the Thames curving round in a great bay. Thus for a few more years, at any rate, this old Chelsea scene will remain, although it seems likely that the London County Council may wish to include the shelved plan for reclamation in their second five-year plan. The reclamation would not only have given much-needed open space to an overcrowded area in West Chelsea, where there are few amenities, but would have provided an improvement in highway conditions in an area which now carries very heavy traffic.

REINFORCING THE OLD WALL OF CHELSEA REACH : This view shows how the pavement has been fenced off as the engineers start on the task of pressure grouting the wall, which was in very considerable danger of crumbling into the river.

Special "Sphere" Drawings
By PERCY HOME

On left—

THE GRADUAL RESTORATION OF CHELSEA OLD CHURCH : This famous church associated with the name and fame of Sir Thomas More, whose estate lay near by upon the river frontage where Battersea Bridge now stands, was laid in ruins during the war. It is now being rebuilt bit by bit, and this drawing shows in the background on the left the latest phase of the restoration, with the Chancel and Lawrence Chapel under construction. It was in December 1951 that Chelsea Old Church was re-created as a separate benefice with its own distinct boundaries, and thus for the first time in over 130 years it was able to elect its own churchwardens and Parish Council. The church has a devoted congregation, and most remarkable of all are the children's services, which Sunday after Sunday are packed to capacity. At the recent Harvest Thanksgiving the new part of the church under reconstruction had to be called into play to meet the needs of the young visitors, who brought gifts for the near-by Victoria Hospital for Children, everything from cauliflowers to picture books, which they themselves took up to the altar of the little church. Chelsea people take a deep pride in the restoration of the Old Church, which is being carried out under the direction of the church's architects, Mr. Walter H. Godfrey and his son, Mr. Emil Godfrey.

THE HARBOUR SITE AT LYNMOUTH, NORTH DEVON, MORE THAN A YEAR AFTER THE GREAT FLOOD: Workmen are at present engaged in work on the site of the old harbour wall which was swept away in the flood. The rebuilding of the wall is one of the most urgent features in the town's redevelopment plan as damage has already been caused by gales owing to the lack of protection around the harbour. Another important task in the plan is that of giving the River Lyn a new bed.

REHABILITATION AT LYNMOUTH

The Start of the Big Task of Giving the River Lyn a New Bed, and the Rebuilding of the Harbour Wall; Urgent Features of the Redevelopment Plan for the North Devon Holiday Resort

Since the great flood of August of last year, when water came rushing down from the moors causing widespread damage in the little North Devon resort of Lynmouth, the Devon River Board and Lynton Urban Council have been devising plans for the reconstruction of the town. A redevelopment plan which has been in preparation for some months is now being put into practice and work is going ahead on the construction of a new harbour wall and on the task of giving the River Lyn a new bed. The construction of the new river-bed will entail the removal of thousands of tons of earth and debris and the demolition of some property. As soon as the river bank has been pushed back far enough, a new course will be made for the river, and work will begin on an additional road from Lyndale Bridge to the harbour mouth. Arrangements are also being made to allow extra space for flood waters. Yet another feature of the redevelopment plan, which has been well received, is the construction of a wall which will enclose the river bank of the East Lyn.

A VIEW OF THE EAST LYN, SHOWING THE PROGRESS IN THE RECONSTRUCTION OF THE RIVER WALL: The completed section is seen on the left. On the right is the power station which was damaged in the flood, but which is now repaired.

RESTORATION WORK GOES ON ALONGSIDE THE DEVASTATED HOTELS: *Left*—Workmen engaged in building up the stone-faced wall, backed by concrete, which will form one of the banks of the East Lyn River. *Right*—A view of the desolate site below the Lyndale Bridge. The cottages in the centre are being demolished and mechanical excavators can be seen digging out the new bed of the River Lyn. The proposed new road will be on the right-hand bank of the river in the picture.

MORE WATER FOR THE NORTH MIDLANDS

This Week the Queen Mother was due to Open the Great New Blithfield Reservoir, Near Abbots Bromley, in Staffordshire

When the Queen Mother opened the Blithfield Reservoir in Staffordshire this week, the seal was set on a scheme for increasing the water supply of the North Midlands which was envisaged before the war. The new reservoir has been built for the South Staffordshire Waterworks Company, which is responsible for the water supply of nearly 1,000,000 people in Staffordshire, Worcestershire, Warwickshire and Derbyshire, and which this year celebrates its centenary.

The Company's original water supply was derived from impounding reservoirs in the Lichfield area, which have been in use since 1858. Since then increasing demands for water have been met by the construction of numerous pumping stations which abstracted underground water from the sandstone rocks in Staffordshire. Some years before the last war it became apparent that these underground resources were approaching full development, and that other sources of supply would have to be found. It was decided to develop the water supply from the River Blithe, and authority for this scheme was obtained by Act of Parliament in 1939.

The war prevented any further progress being made with the scheme, and it was not until the autumn of 1947 that the work was begun. At the site of the Blithfield Reservoir the River Blithe passes through a wide, flat valley. The only buildings that had to be submerged were a small lodge and a water mill. The reservoir basin was cleared, as far as practicable, of all hedges and undergrowth, which were burned on the site. Marshland was drained, and all trees were felled and removed. At top water-level the area of the reservoir is 790 acres, but, in fact, 2,350 acres were taken over by the Company, including six farms, to reduce the risk of pollution.

One of the main features of the new reservoir is the embankment, which stretches across the valley, and which seals off the reservoir. In order to build this, a cut-off trench and puddled clay corewall had to be dug, and the River Blithe itself was diverted to construct the overflow works. The valve shaft and overflow works are fine examples of engineering construction. Half-way down the reservoir an embankment has been constructed to carry an old road over the water-level, and a number of other road diversions have been constructed to take the place of sections of road which have become submerged. The new reservoir, with a daily yield of 16,000,000 gallons, is a splendid and handsome feat of engineering skill, and will assure the people of the North Midlands continuous and consistent water supply for many years to come.

BUILDING THE STAND FROM WHICH THE QUEEN MOTHER WAS DUE TO OPEN THE BLITHFIELD RESERVOIR: A stand is under construction at the Blithfield Reservoir, near Abbots Bromley, in Staffordshire, which the Queen Mother was due to open this week. This view is from the outlet end of the overflow channel of the reservoir.

THE EMBANKMENT AT THE HEAD OF THE RESERVOIR OVERFLOW: This fine embankment is an essential feature of the reservoir, and stretches 2,810 ft. across the valley of the River Blithe. To prevent water passing underneath it was necessary to sink a cut-off trench of 3,250 ft., which was then filled up to ground-level with mass concrete.

THE LONG FLIGHT OF STEPS WHICH THE QUEEN MOTHER CLIMBED TO VIEW THE RESERVOIR: From the embankment at the head of the overflow structure the Queen Mother was able to get a view of more than half the Blithfield Reservoir. To reach the top, Her Majesty had to climb nearly 100 steps.

THE TAILBAY STILLING POOL, WITH THE OUTLET END OF THE OVERFLOW CHANNEL AND THE SCOUR PIPES: This is the view of the overflow works of the Blithfield Reservoir downstream of the embankment. The overflow works consist of a reinforced concrete U-shaped channel, 20 ft. wide, which passes through the embankment. The upstream end of the overflow channel ends in the valve shaft; downstream it passes over the roof of the control house, on left, and discharges into the stilling pool.

THE ADAMSTON ROAD DIVERSION WHICH RUNS ACROSS THE CENTRE OF BLITHFIELD RESERVOIR: A view of the 2,760-ft.-long road embankment, in the centre of which is a concrete bridge with five spans. The Adamston Road diversion was made necessary because a section of the highway from Rugeley to Abbots Bromley passed across the basin of the reservoir.

THE IMPRESSIVE OVERFLOW STRUCTURE AND VALVE TOWER JUTS OUT INTO THE RESERVOIR: Upstream of the embankment is this massive feature of reinforced concrete. At Blithfield Reservoir the valve shaft, the overflow and the discharge tunnel have been designed structurally as a single unit.

THE HOME NEWS IN PICTURES

MAINLY FROM LONDON

A SWEDISH SAILING-SHIP OFF CORNWALL; A MISHAP ON THE "QUEEN ELIZABETH"; KIRSTEN FLAGSTAD'S FAREWELL PERFORMANCE; A NEW TANK FACTORY; AND OTHER EVENTS AT HOME

A SWEDISH SAILING-SHIP PUTS IN AT FALMOUTH BAY EN ROUTE FOR THE WEST INDIES: The ship is the *Falken* and she called at Falmouth Bay, in Cornwall, to take in stores and provisions before crossing the Atlantic to Barbados. The *Falken* was accompanied by another Swedish sailing-ship, the *Gladan*, which will make the Atlantic crossing with her. Both ships displace 280 tons and each carries a crew of thirty-nine.

SALVAGING TWO OF THE "QUEEN ELIZABETH'S" LIFEBOATS AFTER AN ACCIDENT IN WHICH FIVE MEMBERS OF THE CREW WERE INJURED: The accident occurred at Southampton during a lifeboat practice held shortly before the liner was due to depart for New York. One boat with a crew of eight had been lowered into the water and hauled back. Then, while two seamen were securing it to its davits one end of the boat swung free and it crashed on to another lifeboat that was in the water 70 ft. below. Two men who were in the falling boat were thrown out into the water, and some of the crew of the boat already in the water were injured. A waiter from the *Queen Elizabeth* dived into the water to rescue the two men who had fallen. He was joined by a launch carrying sightseers and by another lifeboat from the liner. Between them the rescuers saved the two men from the first boat and some of the crew from the second boat who had jumped overboard before the falling boat hit them. Cunard Line stated that the cause of the accident would be thoroughly investigated, but the sailing time of the liner was not affected.

KIRSTEN FLAGSTAD MAKING HER FAREWELL APPEARANCE AT THE FESTIVAL HALL IN LONDON: Madame Flagstad has announced her intention of retiring from the concert platform at the end of this year, and at her farewell performance at the Festival Hall she was given a great ovation. Accompanied by the B.B.C. Orchestra, under Sir Malcolm Sargent, she sang the five Wesendonck songs by Wagner, the composer with whom her name has always been associated and the composer whose works made her famous. To end her recital, the great prima donna sang Isolde's "Liebestod." In the same programme was a performance of the overture "Proud Thames" by Miss Elizabeth Maconchy, the composition that won the L.C.C.'s prize for a Coronation overture.

LONDON CARS AND TAXIS QUEUE AT GARAGES DURING THE PETROL STRIKE: A London garage besieged by vehicles whose owners wanted to fill up with petrol before the threat of a complete stoppage in supply materialised. Some 3,000 petrol tank drivers and depot workers in the London area went on unofficial strike. The strikers demanded more pay and different working arrangements, as well as recognition of their principle that all workers must be members of their union. As a result of their strike, stocks of petrol in London became exhausted, and taxis and private cars had to go off the road. Food supplies and public transport were also threatened.

PRINCESS ALICE OPENS THE FOOTBALL AND FINE ARTS EXHIBITION : The Earl and Countess of Athlone, with Mr. A. Brookhurst (right), Chairman of the Football Association, admire a prize-winning exhibit at the Association's Exhibition in Park Lane, London. This exhibition of Football and the Fine Arts was one of the events organised by the Football Association to celebrate their ninetieth birthday.

THE DUKE OF GLOUCESTER UNVEILS A MEMORIAL PLAQUE IN THE CRYPT OF ST. PAUL'S CATHEDRAL TO MR. W. M. HUGHES, PRIME MINISTER OF AUSTRALIA FROM 1915-23 : With the Duke in this picture are Dame Mary Hughes, the widow of W. M. Hughes, and Lord Denman. Also present at the ceremony, which was conducted by the Bishop of London, Dr. J. W. C. Wand, was Sir Thomas White, the High Commissioner for Australia, who read a tribute from Mr. Menzies, the present Prime Minister. Another tribute came from Sir Winston Churchill, and this was read by Lord Denman. Mr. W. M. Hughes was born in 1864 and died last year.

REMOVING COBWEBS BY MEANS OF A BALLOON : The Rev. B. J. Phillips, of St. John's Church, Redhill, Surrey, is seen manipulating the balloon with two guide-wires to remove cobwebs from the roof of his church. This novel solution to the problems of cobwebs came after many other methods had been tried and found wanting. The solution at first seemed quite simple and brooms attached to long handles were used. But handles long enough to reach the roof of the church were found to bend too much to be of any use and a handle thick enough to keep rigid was too thick to be held in the hand. Experts on church cleaning were then consulted and suggested the erection of complicated and extensive scaffolding, which would have proved too expensive. Then a parishioner, Mr. Harold Morris, suggested that the problem might be overcome by using a small R.A.F. balloon with a lifting power of 6 lb. After many inquiries, a balloon with the necessary inflating equipment was borrowed from an R.A.F. station and a brush and manipulating wires were attached to the balloon which could then be easily guided across the roof of the church.

EUROPE'S LARGEST TANK FACTORY AT LEYLAND, IN LANCASHIRE, WHICH WAS OPENED BY THE MINISTER OF SUPPLY : This is a view of machines that are used to cut the gear teeth in the rotating turrets of tanks. The factory, which covers over 100 acres, was built by Leyland Motors Limited and will be operated by them for the Ministry of Supply. Already in operation, the factory was completed within eighteen months of the first bulldozer clearing the ground. While the factory itself was being built, machinery was being manufactured and assembled, and jigs, tools and gauges were ready to be installed as soon as there were buildings to house them. The factory is not only planned for the production of tanks, but will also have facilities for tank design, and in this respect it is unique in Britain.

On right—

THE MILES TRAINER—AN ATTEMPT TO REDUCE ROAD CASUALTIES DEMONSTRATED BY THE ROYAL SOCIETY FOR THE PREVENTION OF ACCIDENTS DURING ROAD SAFETY WEEK : In the Miles Trainer, the driver and the car are stationary and the sensation of movement is given by a film which is projected on to the screen in front. As obstacles suddenly appear on the screen, the quickness and accuracy of the driver's reaction can be assessed. A similar apparatus was exhibited at Charing Cross Underground Station during National Road Safety Week.

The S.S. "OLYMPIA" ARRIVES AT SOUTHAMPTON

Pictures of the New Luxury Liner Built in Britain for Greek Lines

Before setting sail on her maiden voyage to New York from Southampton, the S.S. *Olympia* made a four-day tour around the coast of Britain, carrying a party of guests who were given a foretaste of the many comforts that the ship provides. During this short voyage, passengers were given a showing of Norman Hartnell's specially designed *Olympia* collection of gowns and summer dresses. This collection, which is insured for £35,000, will be shown in New York.

But even without Mr. Norman Hartnell, the ship has many features that will appeal to touring passengers. There are seventeen public rooms, and a swimming-pool for each class. A special feature is the cinema, which, with stalls and balcony, has 300 tip-up seats and which can also be used for plays and concerts. The touring-class dining-room on the main deck is 115 ft. long and extends the whole width of the ship. With accommodation for 600 at one sitting, it is believed to be the largest of its kind afloat. Other novelties are a picture gallery, where exhibitions of modern art will be held, and a typical Greek tavern.

The *Olympia* will sail in conjunction with the *Neptunia* on the Atlantic run, and her entry into the fleet is said to herald the complete modernisation of the company's fleet. The new luxury liner has accommodation for 138 first-class passengers, 1,150 tourist-class and 400 crew. The welfare of the crew has received special attention and the quarters provided for them are of a high standard.

THE NEW FLAGSHIP OF THE GREEK LINE ARRIVING AT SOUTHAMPTON AFTER A FOUR-DAY TRIP AROUND BRITAIN: The S.S. *Olympia*, of 23,000 tons, has many novel features, and heralds a new era in ocean travel. She can accommodate 1,280 passengers.

THE TOURIST READING-ROOM ON THE MAIN DECK OF THE "OLYMPIA": This is one of the seventeen rooms that are at the disposal of passengers. The reading-room is furnished in modern style and has a fully-stocked library.

THE TOURIST CHILDREN'S PLAY-ROOM ON THE UPPER DECK: This room has been decorated by Messrs. A. H. McIntosh Ltd., and the designs on the walls are by Miss Doreen Noble. *On right*—The tourist winter garden. This pleasant room will accommodate up to seventy-eight passengers.

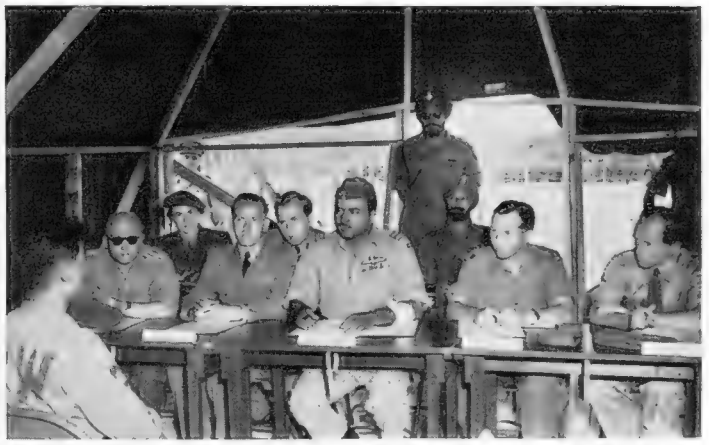
A 1ST-CLASS DOUBLE CABIN: Square windows give more light than conventional port holes, and there is plenty of drawer and cupboard space. *On right*—A 1st-class single cabin. The furniture is in sycamore and the curtains are of silk brocade. The floors of both double and single cabins are of korkoid. The *Olympia* can accommodate 138 1st-class passengers.

"EXPLANATION CITY" NEAR PANMUNJOM

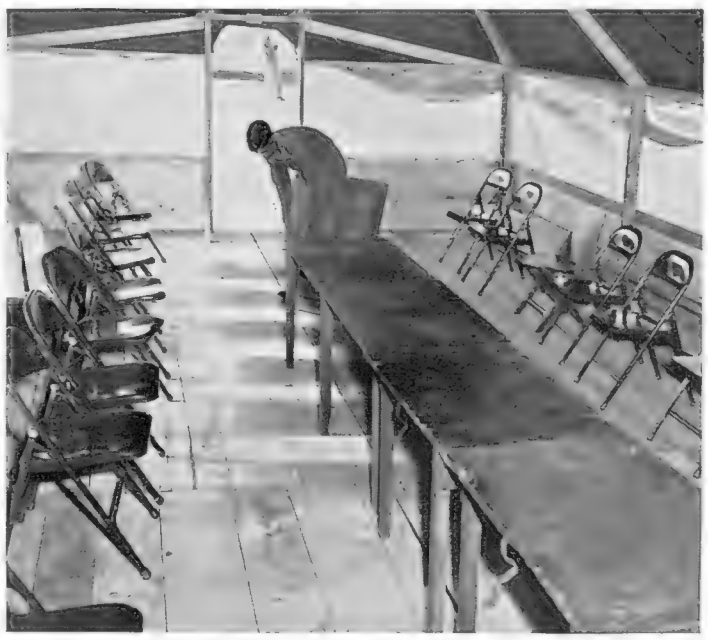
WHERE THE "EXPLAINING TENTS" HAVE BEEN SET UP TO HELP GUIDE UNWILLING PRISONERS OF WAR, AND WHERE FIERCE RESISTANCE HAS BEEN MET

XPLANATION CITY IN THE NEUTRAL ZONE OF KOREA JUST OFF THE ROAD FROM MUNSAN TO ANMUNJOM: Here the Chinese and North Korean prisoners of war who have hitherto been nwilling to accept repatriation have been held under the care of the Neutral Nations ommission. From day to day prisoners have been marched to the explaining tents, where Communist representatives have been busy persuading them to return home. Only 2 per cent. of the prisoners have up to date yielded to this persuasion, and most of the others have shown an aggressive attitude towards their interlocutors. The explainers usually begin with the words: "We are here to welcome you back to the arms of the people of China. Your parents and future await you."

CHECKING THE DOCUMENTS OF A REPATRIATE: Members of the ommission about to hand over a prisoner to the repre- entatives of North Korea. The prisoner is seen on the right.



THE VALIDATION SUB-COMMITTEE OF THE NEUTRAL NATIONS REPATRIATION COMMITTEE INTERVIEWS A P.O.W.: With an Indian Chairman and Polish, Swiss and Swedish members, the Committee operating in the neutral zone of Korea finds the views of a prisoner on the question of repatriation. The Commission is guarding 14,500 Chinese and 8,000 North Korean prisoners.



AN EXPLAINING TENT: Here prisoners of war unwilling to be repatriated have been brought to receive lectures from Communists in the hope that they may change their minds on the question of returning to China or North Korea.

THE EXPLAINING TENTS: These tents have been built by the Communists for the reception of American and South Korean prisoners who have refused repatriation. *On left*—The tent city built by the U.N. forces for their interviews with Chinese and North Korean prisoners. Indian troops working with the Neutral Commission are seen in the foreground.

CROWDS BESIEGE THE STANDS AT THE THIRTY-EIGHTH INTERNATIONAL MOTOR SHOW AT EARLS COURT: This was the scene just after noon on the opening day when vast crowds thronged the Exhibition Hall to see the new models. This year the Show was heralded with a blaze of publicity about the new small cars, and consequently there was a great rush to see the exhibits on the Ford, Standard and Austin stands. By the end of the Show's first hour nearly 6,000 had paid 10s. a time admission fee, a record for any British Motor Show. The Exhibition is due to close to-night, Saturday.

1953 MOTOR S[H]OW

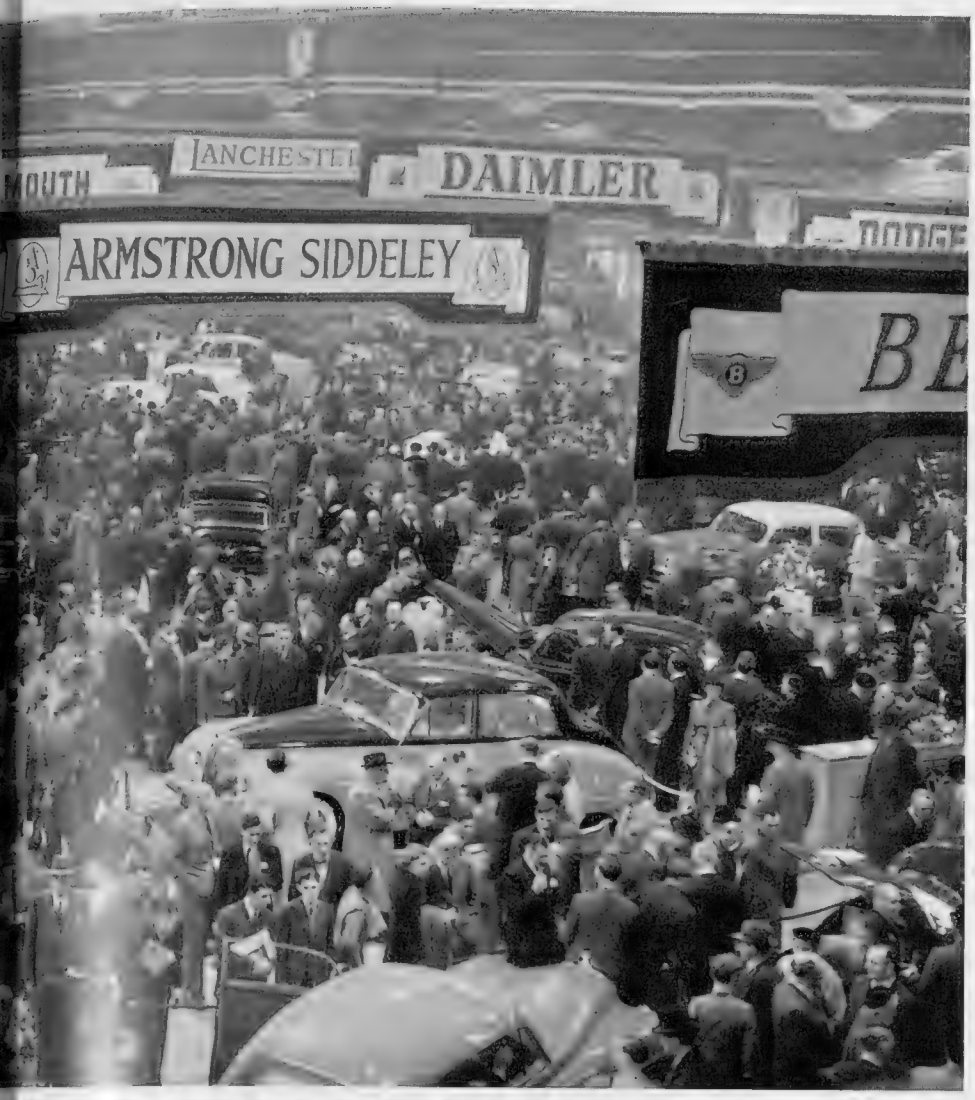
CROWDS FLOCK TO EARLS [C]OURT TO SEE THE NEW MOD[E]LS

And the Duke of Edinburgh Urge[s] the Need for a Vastly Improved Road Sy[s]tem

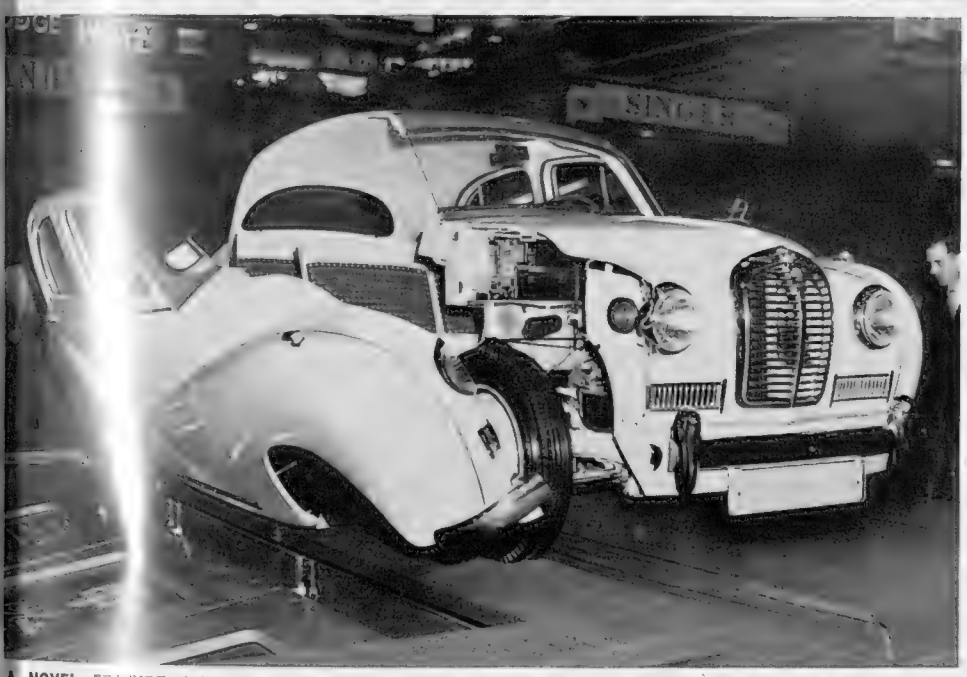
A CENTRE OF ATTRACTION—THE FORD STAND ON THE MORNING OF THE FIRST DAY: On show on this stand are the New Anglia and new Prefect, the Popular, Consul, Zephyr Six and Zephyr Zodiac. The cheapest is the Popular, and the most expensive the Zephyr Zodiac at £600, plus £251 purchase tax.

THE DUKE OF EDINBURGH IS SHOWN THE ROVER SPORTS MODE[L] After speaking at the opening ceremony of the Show, t[he] Duke made an extensive tour of the stands, inspecting ma[ny] exhibits and meeting many personalities in the motoring indust[ry]. This year the Rover Company are showing two new models, the 4-cylinder, 2-litre "60" and the 6-cylinder, 2½-litre "9[0]".

By nine o'clock to-night, when the doors are closed on the Thirty-eig[hth] International Motor Show organised by the Society of Motor Ma[nu]facturers and Traders, most of the thousands of visitors to Earls Court [will] have agreed that this has been the most interesting display of cars for ma[ny] years. For many there has been the realisation that motoring is again wi[thin] their reach, and as THE SPHERE Motoring Correspondent said last week, "it [will] probably go down as the Show that paved the way for cheaper motori[ng]." Throughout these past ten days the Ford, Standard and Austin stands, display[ing] the newly-introduced small cars, have been besieged with keenly interes[ted] would-be patrons, and the cars have been examined and inspected from alm[ost] every angle. At the same time the bigger cars have drawn large audiences, [and] many of the price cuts announced just before the Show affected many of t[hese] more familiar designs, while several stands contained entirely new and spacio[us] saloons capable of high speeds and extremely efficient driving. In declari[ng] the Exhibition open to the public, the Duke of Edinburgh referred to the M[otor] Industry Research Association's proving ground at Nuneaton, and said t[hat] research was just as important as sales, and the shape of the combustion chamb[er] just as important as the shape of the body. This lesson, he declared, [has] clearly been learnt by the makers of British sports cars.



THE DUKE OF EDINBURGH OPENS THE 1953 MOTOR SHOW AND CALLS FOR A VASTLY IMPROVED ROAD SYSTEM AND FOR GREATER COMFORT FOR CAR DRIVERS AND PASSENGERS : His Royal Highness said that the greatest single factor in the road accidents problem was dangerous roads, and the only real solution "is a vastly improved road system." But, he added, there was a limit to the effectiveness of improved road manners if the conditions of driving became more and more difficult. The Duke also thought that too much importance was attached to top speed and fuel consumption at the expense of the driver's need of acceleration and braking, top-gear performance and ease of control.



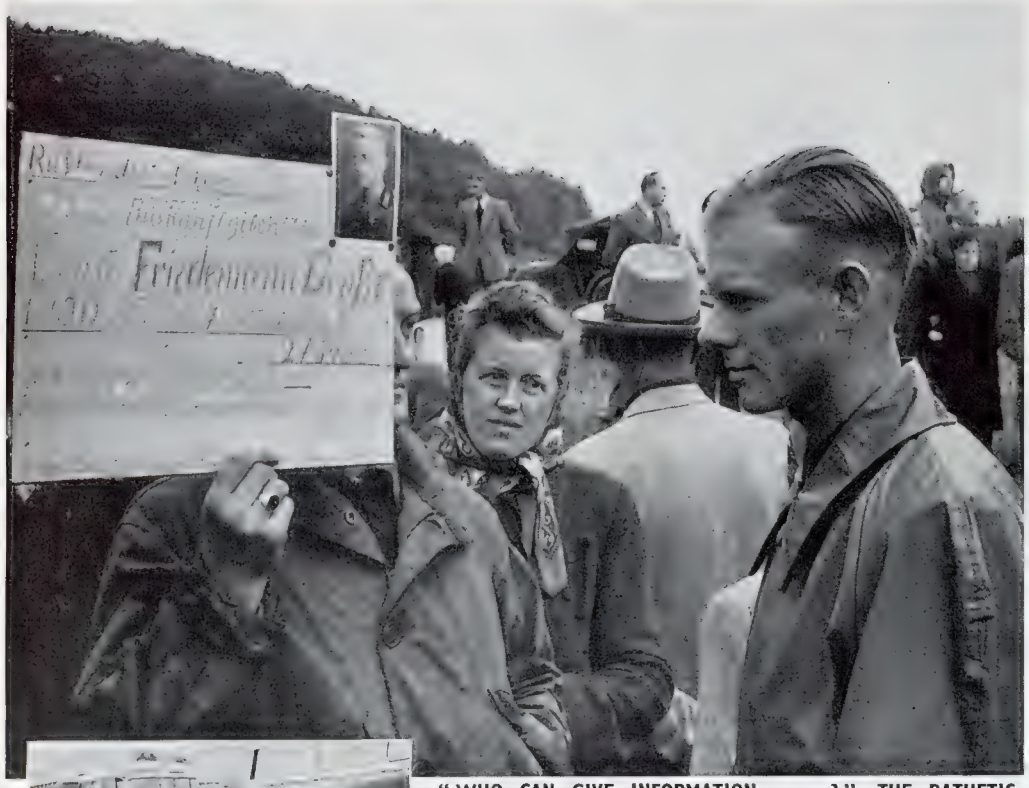
A NOVEL FEATURE AT THE AUSTIN STAND : This is the sectional model of the Austin A40 Somerset saloon. The side of the car is lowered to reveal the interior of the car. The operation takes several minutes and is watched with great interest. The price of the A40 is (with purchase tax) £637.

THE NEW 2-LITRE TRIUMPH SPORTS CAR : A car of this design recently reached a speed of 124 m.p.h. on the Belgium Jabbeke Highway. The price of this Triumph model is £555, plus £232 purchase tax.

AN "EXPLODED" MODEL OF THE MORRIS EIGHT : The model clearly shows all the interior details of design and mechanism of this new car. Of particular interest on the Morris stand is the Minor Traveller's Car, which "The Sphere" Motoring Correspondent says "is likely to meet with a big demand."

SILVER FLASH—THE HOOPER FIXED-HEAD COUPÉ ON A SPECIAL DAIMLER CHASSIS : The car has been presented by Sir Bernard Docker, the Daimler chief, to his wife, both of whom are seen admiring the car's sleek lines. This two-seater is painted in metallic silver and trimmed in black leather, with a fine red piping.

GERMAN PRISONERS RETURN FROM RUSSIA



"WHO CAN GIVE INFORMATION . . . ?"—THE PATHETIC SCENE THAT GREETS THE PRISONER RETURNED FROM RUSSIA: A released German prisoner of war at Herleshausen studies one of the many boards which seek information about other prisoners. As each batch of returned Germans arrives, they are greeted by the heart-rending sight of relatives carrying these little boards, searching for news of their lost husbands, sons or brothers. Only too often the relatives return home without news, and await the arrival of the next batch of freed prisoners. Recently a returned German General stated that there were still 20,000,000 prisoners of all nations being held in the Soviet Union.

On left—

THE RELEASED PRISONERS CAST AWAY ONE RELIC OF THEIR CAPTIVITY: On their way home, German prisoners released from Russia discard their caps in a roadside ditch. These caps had to be worn throughout the long years of privation in captivity in Russia.

AN EIGHTY-ONE-YEAR-OLD PROFESSOR RETURNS: Professor Arnold Waldschmidt is greeted on his return to Germany after eight years in Russian prison camps. Professor Waldschmidt was arrested by the Russians in the streets of Sassnetz one day in 1945 and had not been seen again until his return home.

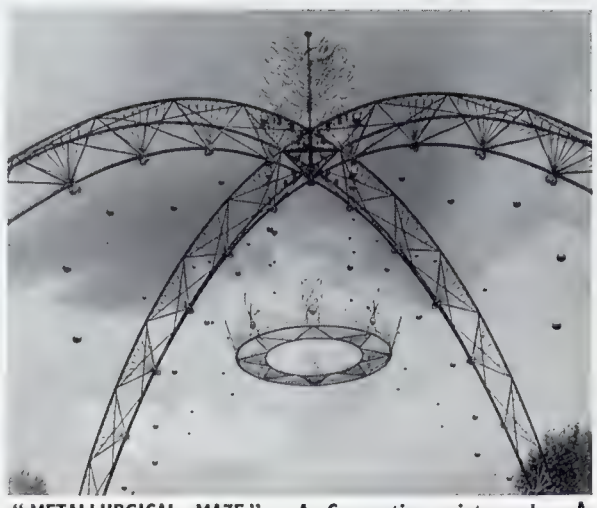
AN OFFICIAL WELCOME HOME: The returned prisoners are greeted at Herleshausen, in the Western Zone, by the commanding officer of the Federal Border Constabulary in Central Germany.

ILLUSTRATED NEWSPAPERS' ANNUAL PHOTOGRAPHIC EXHIBITION

"PARLIAMENTARY BEACON": One of the entries of H. F. Collie in the second annual photographic exhibition of the Ingram House Photographic Society.

"OLD COTTAGES, COLCHESTER": This charming view of the timbered cottages beside the River Colne was entered in the Ingram House photographic exhibition by R. H. Smith.

"LINCOLNSHIRE POACHER": This seaside view was submitted for exhibition by W. P. Pattle.



"METALLURGICAL MAZE": A Coronation picture by A. Downham, who won a second prize in the competition.

"WINTER QUARTERS": One of the photographs exhibited by V. Goddard. Altogether fifty-six photographs were on show at Ingram House. In addition to the annual display the Society holds monthly exhibitions, often presenting members with specialised set subjects.

Daily contact with the best in professional photography has made some members of the staff of the Illustrated Newspaper Group skilled as well as enthusiastic cameramen. The second annual exhibition of the Ingram House Photographic Society displays an unusual talent from a large number of amateur photographers. Since the Society's formation two years ago, there has been marked enthusiasm among its members, both for the monthly shows and for the annual exhibition. Fifty-six pictures were judged by Mr. J. Wallace Philpot, honorary secretary of the Pictorial Group of the Camera Club. Outstanding among the entrants was Mr. H. F. Collie, one of whose entries is reproduced above, and who won the first and third prizes.

Subjects ranged far and wide, for the most part reflecting the holiday-making activities of members, but there were also some excellent London scenes; reminders of the glorious days of the Coronation

A EUROPEAN SURVEY

A HELICOPTER CRASH; BAVARIAN FOLK DANCERS; HOUSES FOR HOMELESS GREEKS; AND OTHER UNUSUAL PICTURES

A HELICOPTER CRASH-LANDS IN WILTSHIRE

Above—
The pilot of the helicopter, Wing-Commander H. N. Garbett, escaped unhurt when he was forced to make a crash landing at a public park at Newton Toney, Wilts. The crash followed an engine failure during a flight made from Boscombe Down. After landing, Wing - Commander Garbett extricated himself from his machine and walked into the village of Newton Toney to report the accident to the authorities. An eye-witness to the crash said that the helicopter seemed to be practically somersaulting and touched some trees before landing.

A FASHION NOTE FROM BAVARIA

On left—
Skirts and petticoats whirl high as Bavarian girls put on a folk dance in their national costumes. With the boys they were taking part in a festival at Ruhpolding, near Berchtesgaden. In contrast to the delicate materials of the costumes of the girls, the boys wear the traditional lederhosen, or leather trousers.

AN EVEREST CLIMBER'S EQUIPMENT DISPLAYED IN LONDON

On left—
Mr. George Lowe, of Hastings, New Zealand, who was a member of Colonel Sir John Hunt's successful Everest expedition, unpacks his kit on the lawns of the headquarters of the Royal Geographical Society in London. This kit, which recently arrived from India, includes the tent seen behind Mr. Lowe, and was on show when the Queen attended the recent premiere of the film *The Conquest of Everest.*

On right—
When a German factory owner, Alfred Rexroth, decided to build himself a house on top of a hill at Lohr, in the Spessart Mountains, he discovered that a huge Douglas fir-tree occupied the site. As the tree had been planted by his father in 1902, Herr Rexroth did not have the heart to fell it, and so the house was built around the tree, which passes through several rooms and landings.

VETERANS ON PARADE IN BRUSSELS

On left—
Leading the march-past in Brussels of First War veterans was this old warrior wearing his old uniform of the 22nd Regiment of the Line. The occasion for the ceremony was the thirty-ninth anniversary of the Yser Battle, and King Baudouin of the Belgians took the salute at the Place des Palais.

Below—
Members of the Kilburn firm of Dexion Limited are seen discussing the plans for the homes which they will help to erect for Greek families made homeless by the earthquake disaster. The men, who will show Greek workers how to assemble the buildings, are, left to right, Tony Barker, Arthur Rodaway and Frank Brown. Dexion have presented 20,000 ft. of their material, which resembles a child's construction set, to the Island of Cephalonia.

METAL-BUILT HOUSES FOR HOMELESS GREEKS

A HOUSE BUILT AROUND A TREE IN GERMANY

The Sphere of Travel

SKI-ING PROSPECTS IN THREE COUNTRIES

Further Suggestions for Winter Sports in the "Cheap" Holiday Lands of Germany, Austria and Norway

HAVING dealt in my last article with winter sports prospects in Switzerland, France and Italy, countries where one has to keep a fairly tight grip on expenditure, I now turn to those "cheap" holiday lands of Germany, Austria and Norway. In all three, the pleasant "extras" which contribute considerably to the pleasure of a holiday abroad are generally modest in cost, although in Germany one can get rather a shock over the price of a cup of coffee, while in Norway there are some odd laws concerning the sale of alcoholic drinks. In Austria, the coffee is perhaps the best in Europe, and there are no tiresome rules and regulations on when or where you wish to drink.

Germany.—Paramount among German winter sports districts is the Bavarian Alps. The numerous resorts, mostly lying at around 2,300–3,000 ft., can be easily reached from Munich. All the major resorts now have one or more ski-lifts or cable-railways, thus ensuring access to the higher slopes. Ski-ing equipment can be hired, and there are ski-ing schools and skating-rinks.

Earlier this year I visited the various centres. Garmisch-Partenkirchen is by far the most fashionable resort, and during the first week in January 1954, it is staging an International Winter Sports Week, while from March 12-14 the International Kandahar Races will be held there—the first time in Germany. As several hotels have recently been freed by the American Military Forces, the problem of accommodation, which has been rather a handicap in the past, is now considerably eased.

Oberstdorf, the centre of the Allgau district, has some of the finest ski-ing grounds in Germany, and it is a popular centre with British visitors. I still remember vividly the exhilarating delight to be obtained from the long ski journey, starting near the summit of the Nebelhorn down to the valley far below. While up in the heights, there is one of the loveliest snow-covered fairylands in all Europe—an apparently endless sea of mighty mountain peaks. It was here that in 1951 the nineteen-year-old Finn, Tauno Luiro, made his world record ski-jump of 456 ft.

Perhaps, however, the most scenic part of the Bavarian Alps is the countryside which lies around Berchtesgaden, and also excellent for its winter sports facilities, although the ski-ing grounds lie a little distance away from the town. Particularly noticeable is the magnificent champagne-like air, while nowhere else in Germany is there a greater variety of peculiar folklore customs. A curious excursion is one to Hitler's almost legendary hermitage, the Kehlsteinhaus, which is perched like an eagle's eyrie high above Berchtesgaden. The ascent is made by the super-luxurious lift, which mounts and descends through a marble-lined shaft; and at the summit the building itself has now been converted into a café-restaurant. Here, while eating sausages and drinking beer, you can admire the glorious panoramic view.

I like, too, the Schliersee-Tegernsee area for winter sports. There are several resorts in this district, such as Bayrischzell, Rottach Egern, Fischausen-Neuhaus, and very rapid strides have been made since the war in opening up the high-level ski-ing grounds by means of new ski-lifts and mountain huts. It is always wise, I think, to choose a resort which has one or more ski-lifts to the higher slopes, and at all German resorts the cost of this kind of transportation, as well as mountain railways, cable cars, etc., is reasonable.

A SKI-ING TRACK OUTSIDE GARMISCH-PARTENKIRCHEN, ONE OF THE MOST FASHIONABLE OF GERMANY'S WINTER SPORTS RESORTS: This resort, situated in the American Zone of Germany, is easily reached and in great comfort via Harwich, the Hook and German Railways. Between the wars Garmisch was the scene of a Winter Olympiad. In January of next year it will be the scene of an International Winter Sports Week.

While prices charged for accommodation are moderate, there are also available in some of the smaller resorts special inclusive terms, ranging from £5 to £10 a week. Further information concerning this matter can be obtained through any good travel agent.

Two other pleasant winter sports districts in Germany are the Black Forest and the Harz Mountains. In the former area, the Feldberg and the Schauinsland (near Freiburg) are to be recommended; while in the latter, Hahnenklee has a magnificent bob-run, and Altenau, Claustal-Zellerfeld, St. Andreasberg and Braunlage are all good places, especially for beginners. The Harz Mountains have become quite popular with Britons, for it was here that many of our soldiers belonging to the Forces stationed in Germany had their initiation into the joys of winter sports.

Austria.—Coming now to Austria, a country for which the British have a strong affection, one finds a ski paradise of thousands of square miles ideally suited to skiers of every stage of skill. To a certain extent the time of year dictates the choice of a resort. The first snow usually falls at the end of November or early in December, and then there is ideal ski-ing at all altitudes. In the late winter, places from 4,000 ft. to 6,500 ft. are best. In spring, places above 5,500 ft. to 6,500 ft. provide ideal conditions.

The choice of a resort is not so easily decided, for there are so many desirable spots, most being quite small villages, and each one having its own special adherents. Unfortunately, although it could hardly be otherwise, the very popularity of certain parts of Austria, notably the Tyrol, has led to some deterioration in hotel standards, as well as an increase in prices. I am going to suggest, therefore, that the mountainous parts of the Province of Salzburg are well worth consideration. Prices are far lower there than in the Tyrol, and the hotel-keepers are not yet as spoilt as their more westerly colleagues. Service and food are therefore of a higher standard than is usual with the same price in the Tyrol.

Two small centres in this part of Austria which can be recommended are Obertauern (5,700 ft.) and Radstaedter Tauern (5,900 ft.). Both are excellent ski-ing areas, with unlimited sun and snow and a variety of slopes and tours to satisfy all tastes—novices to experts alike. But they are not fashionable resorts and will appeal mainly to those who want to be high up, away from noise and sophistication, and who are content with the friendly atmosphere to be found in mountain hotels and inns.

Both the places named are easily reached by bus from Salzburg or Radstadt, and there are the usual facilities, such as ski- and chair-lifts, while there is a first-rate ski school, with English-speaking instructors, centred on the Seekar Haus (Radstaedter Tauern.) Owing to the popularity of this district with the Austrians, early reservations are essential. Two travel organisations which can help you with their knowledge of the area are the Austrian Alpine Club (U.K. branch at 143, New Bond Street, London, W.1) and Erna Low Holidays (47, Old Brompton Road, London, S.W.7). In the case of the Austrian Alpine Club, there is a Members' Air Service which operates between London and Innsbrück and Salzburg. The trip takes only a few hours and the cost is less than what you would spend in travelling second-class by train. There are also winter daily air connections with Austria at reduced tourist-class fares provided by several airlines.

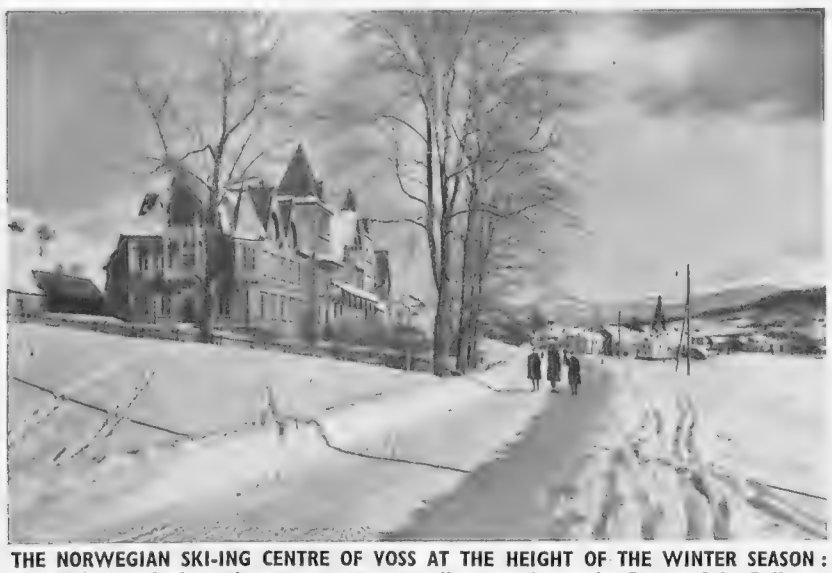
For those skiers who prefer lively resorts in Austria, my first suggestion is Kitzbühel, in the Tyrol. Most winter sports are practised here: tobogganing, skating, ice hockey, curling, and, of course, ski-ing. Frequent winter sports competitions and visitors' races are held. Of all Austrian resorts, Kitzbühel is the most comprehensively equipped with cable railways, ski-lifts and tows, providing an effortless approach to a multitude of tours and runs. It is worth mentioning, too, that the local hotels lower their prices quite considerably during the month of January, while there are also reductions on the Hahnenkamm cable-railway and on the ski-lifts. The Kitzbühel Tourist Office can arrange hotel bookings, although these can also be made through your travel agent.

Another Austrian selection in the fashionable class is Badgastein, the international spa, which has recently become a leading winter sports resort. It has three long ski-lifts with a total gain in altitude of 4,600 ft. and a cable railway with a vertical raise of 3,400 ft. Apart from many sporting contests, there is a lively social life, while prices are considerably lower in the hotels than during the summer season.

Norway.—Lastly, I take you to Norway. It is said that young Norwegians are born with skis on their feet, and there is no race more winter sports-minded. Ski-ing, in fact, had its origin in this country many hundreds of years ago, and ski is a Norwegian word which is now used universally. The terrain in the winter sports districts is excellent for experts and novices alike, and there is no other country which is better adapted to the young skier who has to consider economy. It is possible, for instance, to book a 15-days holiday there for as low a sum as £25. The accommodation provided is in youth hostels or chalets—at a higher price you can stay in hotels—which are among the best in Europe. They are equipped with hot and cold water, electric heating, public rooms and modern kitchens. Sleeping accommodation is in four-, six- and eight-bedded rooms. Each winter hundreds of young people from Britain, Denmark and other countries join with Norwegians in creating the ideal holiday atmosphere.

Most of these inexpensive Norwegian ski-ing centres lie on the main Bergen-Oslo Railway, and they include Bulken, Voss, Mjølfjell, Finse, Ustaoset and Geilo. The North Sea crossing is by the S.S. *Leda*, of the Bergen Line, which is equipped with stabilizers to counteract rolling, and the time spent at sea is only nineteen hours. There are two sailings each week in both directions. There are also the excellent air services maintained by the Scandinavian Airlines system from London, Manchester and Glasgow, which in many cases saves the rather long and sometimes quite expensive railway journey to Newcastle, the port of sailing.

Gordon Cooper



THE NORWEGIAN SKI-ING CENTRE OF VOSS AT THE HEIGHT OF THE WINTER SEASON: This particular winter sports centre lies on the main Bergen-Oslo Railway. Ski-ing is a much more informal sport in Norway than in several other European countries. There are fewer ski-lifts, and Norwegians often prefer to take long cross-country trips, walking and ski-ing alternatively.

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FOUR MEN OF DESTINY

A Series of Four Studies of the Original "Big Three" and Hitler; and a Spate of New Novels

"MEN are as God made them, aye and often worse," said Don Quixote, and with this rather forbidding line Mr. H. C. O'Neill opens his book, MEN OF DESTINY (Phœnix. 18s.), which is a series of four studies of Winston Churchill, Stalin, Hitler and Franklin Delano Roosevelt, or, in the author's words, the Four who rode the war and made this precarious landfall. Mr. O'Neill was also very well known under his pen name of "Strategicus," in *The Spectator*, throughout the war, and he brings a balanced judgment and a wide experience of world politics to the discussion of each of his subjects.

MY HOST THE WORLD (Cresset Press. 15s.) is the third and last volume of George Santayana's autobiography, and the last book that he wrote; enchanting, suave, touched with humour and with a far rarer happiness, and based on the simplicity and strength of his philosophy. In these pages Santayana writes of his close friends, Berenson, Earl Russell and his brother, Bertrand Russell, and of Lytton Strachey, Robert Bridges and the brilliant acquaintances of his Oxford days. He speaks of the Mediterranean, the Near East and his final retirement in Italy, but saves the most loving words for England—"I loved her as a poet should love, without claims, without flattery, and with an incurable pang in his rapture."

Now to turn to the novels, which this month seem to be appearing in a kind of spate, very invigorating for the reader provided he doesn't attempt to swim upstream! Mr. Walter Baxter's THE IMAGE AND THE SEARCH (Heinemann. 12s. 6d.) is one of the most important and, as with his first book, its impact is phenomenal. This is the story of a woman, richer than many, more beautiful than most, loving and beloved, who loses her husband in the war and spends year after year afterwards in a vain attempt to find any form of happiness or peace in sexual experience. It is an amazing book, with moments of beauty, moments of shock, and through it all a vein of deep human compassion.

THE VICTORIAN CHAISE-LONGUE (Cresset Press. 8s. 6d.) is a fantasy, a study in fear, by Miss Marghanita Laski, who writes with her customary elegance and economy of a young woman who is recovering from tuberculosis and looking forward to a life of happiness with her husband and her little son, as she goes to sleep one afternoon in her pretty bedroom, to wake up to a nightmare of horror, and to find herself ninety years back in time, and dying of the same illness among hostile faces. Really effective—in fact, disturbingly good.

England, America and Ulster are variously the backgrounds of the next batch of five novels, of which the first is Miss Naomi Royde-Smith's story, SHE ALWAYS CAUGHT THE POST (Robert Hale. 9s. 6d.), cheerful rather than gay, about a pretty, clever and more or less *fatale* type of *femme*, and her pretty, well-read and slightly mousy friend who ends up with a new haircut and Her Man. Light, amusing and successfully written in the idiom of the young.

Ian Hay died before he could finish the last three chapters of his novel, COUSIN CHRISTOPHER (Hodder and Stoughton. 10s. 6d.), but from his full notes and drafts it has been completed by a friend and colleague, Mr. Peter Fraser, and the result is good enough and ebullient enough to make us regret all the more poignantly that that particular bright star has passed from our sky.

TAW JAMESON (Heinemann. 12s. 6d.) is the story of a well-to-do American family seen from the angle of a servant, a young man who, coming into their employment as a boy, stays through the years and sees them through all their vicissitudes. Mrs. May Davies Martenet has established herself as a really sound story-teller with this, her first novel, writing readably and staying close to the known and the familiar in human conduct.

Kathleen Foyle writes a family story, too, in DANCING TOWN (Peter Davies. 12s. 6d.), set in Antrim County and concerned with the fortunes of a dynasty of mill-owners, who are slowly realising the necessity for more humane conditions in the town they virtually control. The time is the turn of the century, and the authentic accounts of the linen trade as well as the author's simple, easy style make this a book which has a fresh source of interest as well as a good story to tell.

COCKTAIL PARTY FOR HUMORISTS: Wilfred Taylor, Michael Ayrton, Paul Jennings and Leslie Starke, all of them authors of works in lighter vein, seen at a recent forgathering in London. Wilfred Taylor is the author of *Scot Free*, which he describes as "a book of Gael warnings"; Michael Ayrton's new book is *Tittivullus*, the story of a minor demon who collected foolish words and dreary pomposities; Paul Jennings' latest volume is called *Oddly Bodlikins*, a happy sequel to his two earlier efforts; while Leslie Starke, the cartoonist, presents *Starke and Unashamed*, a collection of his drawings. All four books are published by Max Reinhardt.

MANY MANSIONS (Macmillan. 9s. 6d.) is a study of emotion recollected in tranquillity, even if it is not poetry, for this novel by Miss Isabel Bolton, charming even in its more dislocated moments, shows an old lady sitting by a window in the New York winter and reading from the manuscript of her only story. Her reading and her reflections build the plot up into a whole, small in design and scope, but somehow satisfying.

The next wave of novels are about China, East Africa, New York State, South Africa and Italy, and they have just this in common, that all of them are about people (as distinct from animals or objects), and that all of them show some degree of genuine talent. THE BOYDS OF BLACK RIVER (Collins. 12s. 6d.), for instance, shows a well-developed talent for story-telling, a process that sounds so simple and straightforward, and yet that contains so much of magic. Mr. Walter D. Edmonds wrote this tale of American country life and country manners a few decades ago, and a very agreeable, real thing he has made of it.

Mr. Gerald Hanley is a writer who brings both force and his own distinction to his work. In THE YEAR OF THE LION (Collins. 10s. 6d.), he writes of East Africa and a young Englishman coming out from home to learn farming in strange, new conditions. Unlike the classic conception of the white man sapped and defeated by the tropics, Mr. Hanley's hero comes to terms with the climate, the Africans and the eccentric neighbours, and the tale of how he does just that, and learns, incidentally, to hunt lions, is genuinely exciting, partly for its content, and partly for the mastery of its style.

THE LYING DAYS (Gollancz. 12s. 6d.) is the first novel of Miss Nadine Gordimer, a clever South African writer of short stories who, here again, is writing about her own country and the problems of a white girl, intelligent and aware, growing up in the narrow society which her parents allow her, and realising gradually both their limitations and the rigid bounds of the environment itself. Very well done, even memorably well, but oddly unmoving.

The theme of Michele Prisco's long novel, HEIRS OF THE WIND (Derek Verschoyle. 15s.), is, I should have thought, basically comic, as it is concerned with the career of an ambitious man, dominated by a passion for the land, who, in order to secure the property he craves, marries the eldest of the five daughters of a local landlord, and then, through this circumstance or that, each of the other four successively. This is not, however, a comic book, but a particularly sober one. The translation from the Italian has been made by Violet M. Macdonald.

Two years ago Mr. Par Lagerkvist was awarded the Nobel Prize for Literature, and both in the English and the Scandinavian world of letters his books continue to make their stir. THE DWARF (Chatto and Windus. 8s. 6d.) is typically brief, and typically impressive. The dwarf himself is the narrator of the story, which is set at the Court of a Renaissance prince, and which shows the little creature as a kind of articulate Caliban, possessed of a strange intuition of evil in others, and, in consequence, wielding great power. An extraordinary book and a haunting one.

SIX BOOKS OF ADVENTURE.

SPINIFEX WALKABOUT (Harrap. 15s.), *by Coralie and Leslie Rees, is an account of their experiences when hitch-hiking in remote North Australia. There are tales of the many varied characters encountered on the journey and, like most of the other five books in the list, this volume is well illustrated.*

Another account of hitch-hiking is told by Paul Townend in **AMATEUR HOBO** (Robert Hale. 18s.). *This time it is the story of a twenty-five-year-old man who "thumbed" his way across Canada to Alaska and the U.S.A.*

AT HOME IN THE WOODS (Robert Hale. 18s.) *is Vena and Bradford Angier's story of their attempt to "start life over again" in the wild, unspoiled Peace River country in northern British Columbia.*

Hans de Meiss-Teuffen has sailed small boats across oceans, ridden with the Arabs in the desert, hunted wild game in the jungle, and played the game of double agent. His life is a tale of high adventure, and it is recounted by him in collaboration with Victor Rosen in **WINDS OF ADVENTURE** (Museum Press. 16s.)

WHEN I WAS IN PATAGONIA (Christopher Johnson. 12s. 6d.) *is the autobiography of Commander A. B. Campbell, one of the members of the B.B.C.'s "Brains Trust" team. His account of Patagonia, the Welsh-speaking colony in Argentina, is of interest.*

IN THE WAKE OF ODYSSEUS (Staples Press. 15s.) *is the story of the cruise of the yacht* Daphne *down the west coast of Italy to the Isles of Greece. It is told by Göran Schildt and translated from the Swedish by Alan Blair.*

MEET THE GREAT McGONAGALL

A Scottish Poet is the Highlight of The Saturday Book

Among the bright stars of the latest and thirteenth issue of THE SATURDAY BOOK (Hutchinson. 25s.), that causerie of good things, is none other than the Great McGonagall, memory of whose poetic prowess is revived by Jonathan Mayne in a most lively contribution. William McGonagall, who looked a bit like Henry Irving and also reminded people of Oscar Wilde, was born in Edinburgh in 1830, of Irish emigré parents, and apparently in 1877, during Dundee holiday week, a strange feeling came over him and he began to write poetry. This flame, which so powerfully kindled up his frame, led him to recite his poetry in Dundee pubs and public halls, poetry of bathos, pathos and chronological exactitude, which probably reached its climax in the poem to Queen Victoria at the time of her attempted assassination by the lunatic Maclean:

For God he turned the ball aside
Maclean aimed at her head;
And he felt very angry
Because he didn't shoot her dead.

There's a divinity that hedgeth a king,
And so it does seem,
And my opinion is, it has hedged
Our most gracious Queen.

McGonagall is not supposed to have been a humorist, but Mr. Mayne records that he began one of his solemn autobiographical notes with the obscurely surrealist remark: "Like most great men, I was born at an early period of my existence." In his last years the poet, it seems, liked to be known as Sir William Topaz McGonagall, Knight of the White Elephant and Bard of Tel-el-Kebir, which was a title conferred upon him by students of Edinburgh University.

For over 300 pages, scholarly in their exposition if not particularly inspired in their assessments, Dr. Esmé Wingfield-Stratford surveys THE UNFOLDING PATTERN OF BRITISH LIFE (Robert Hale. 21s.). He shows Britain's advance to Empire and Dominion in a Victorian world, and then the gradual emergence of a new world order in the British Commonwealth, in which he asserts that "happily the British genius has built better than it has known." Finally, Dr. Esmé sees this association of free peoples confronting a mighty totalitarian despotism. He makes the issue so very simple, although clothing it all in the garments of his own undoubted erudition, but Dr. Esmé does not make it very interesting, and this is not likely to be among his more successful works of social philosophising.

In these days when so many of our lesser railway lines are being ruthlessly amputated in the interests of economy, it is instructive to read about a railway which does not pay and whose managers and faithful servitors keep it going for the sheer joy of running a railway. In RAILWAY ADVENTURE (Constable. 21s.), L. T. C. Rolt tells the story of the Talyllyn Railway which, established by Act of Parliament in 1865, has continued, unaffected by mergers or nationalisation, to serve a remote and beautiful valley in the mountains of Merioneth. In 1950 it seemed that the line would have to close, but Mr. Rolt and a group of amateur railwaymen came to the rescue and the Talyllyn continued on its way, subsequently carrying thousands of excursionists along its beautiful seven miles of track. Railway enthusiasts young and old, Welsh and English, have worked on the line, most of them for nothing and in their holidays, and, incidentally, what they achieved in the Welsh mountains provided the inspiration for one of the most joyous films which has ever emerged from a British studio, *The Titfield Thunderbolt*. Mr. Rolt's story concludes with an appeal for public support for the Talyllyn Railway Preservation Society, and such is his enthusiasm for the cause that it seems certain that he will touch the pockets of many of us as he also touches our hearts.

The first volume of A. C. Ward's ILLUSTRATED HISTORY OF ENGLISH LITERATURE (Longmans. 25s.) is to make its appearance on November 9. This volume deals with the period from Chaucer to Shakespeare, and owes much to the illustrations so admirably collected and arranged by Elizabeth Williams. Mr. Ward tells his story in a straightforward and engaging manner.

The latest volume in the standard edition of the works of André Gide includes THE RETURN OF THE PRODIGAL and SAUL (Secker and Warburg. 15s). This is some of the finest writing achieved by Gide. The five-act play *Saul* is the study of a decayed will, the moral collapse of a king whose failure to govern his own outward kingdom is matched by his helplessness in controlling the inner domain of his instincts.

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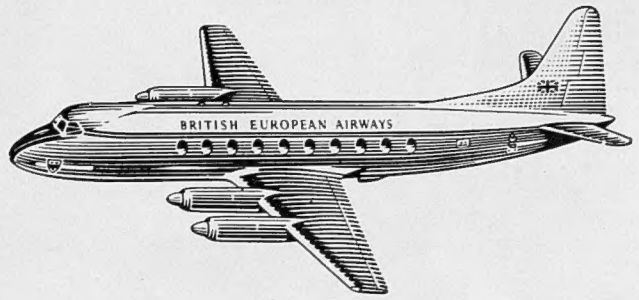

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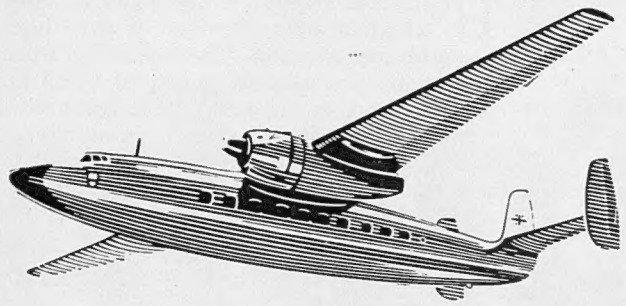

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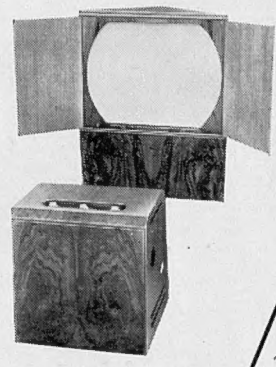

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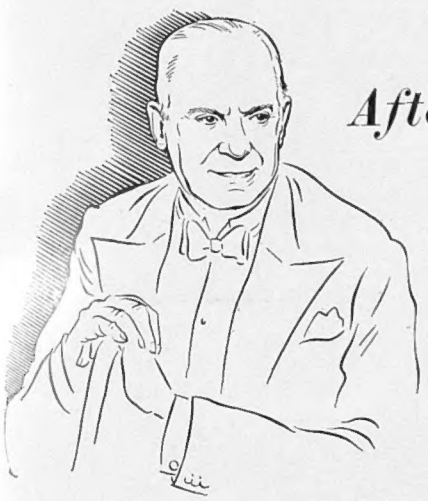

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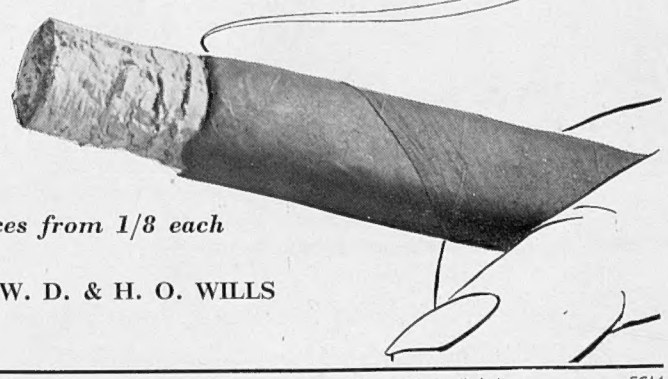

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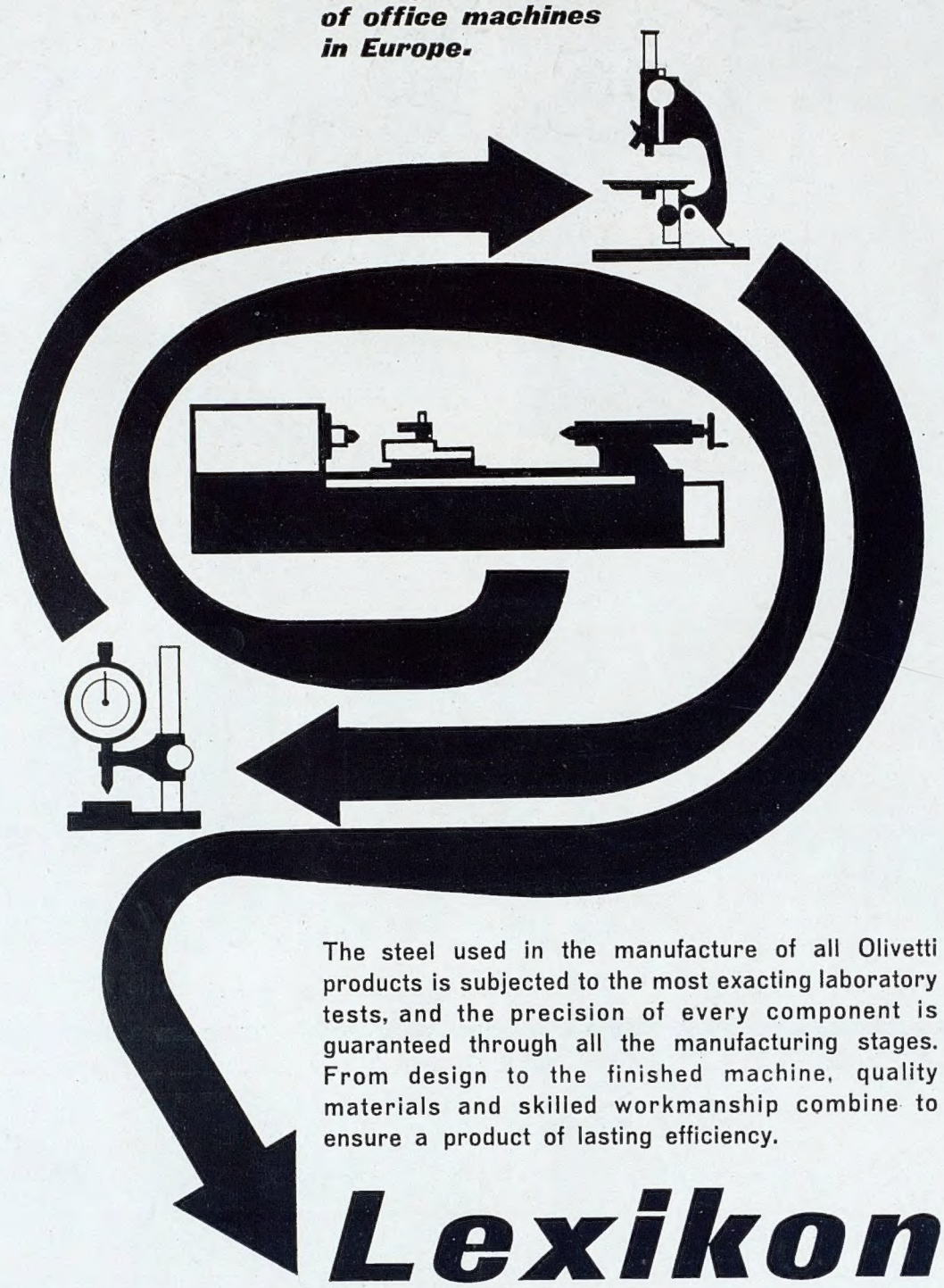

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